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Supplement to "Canada," April 23, 1910.

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
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WHERE USEFUL INFORMATION MAY BE OBTAINED CONCERNING THE PROVINCES, CITIES, AND TOWNS OF CANADA—OPPORTUNITIES FOR THE SETTLER—SPECIAL OPENINGS FOR WOMEN—EDUCATIONAL INSTITUTIONS—INDUSTRIES—INVESTMENTS—PHASES OF CANADIAN LIFE—HUNTING—FISHING—HOLIDAY TOURS, &c.

The question will certainly occur to the new readers of this journal whether the contents of previous numbers of *Canada* may not be of use to them. Those, for instance, being desirous of making some investment may require information upon a certain province, district, city, or town; or a manufacturer may wish to know something of openings and facilities existing for the establishment of industries, while information concerning factories, etc., already established would be useful. Another may desire some knowledge of Canadian mining districts and companies and their prospects. Again, one who is contemplating settling in the Dominion will find very useful back numbers of *Canada*, which give the experience and opinions of other settlers, and advice as to the opportunities and conditions in the various parts of the country, as well as profits to be made from various branches of agriculture, fruit-farming, etc.

A parent may want information as to the educational facilities existing in the Dominion, or of opportunities for careers for his sons and daughters. A sportsman planning a trip will need information as to the best hunting grounds and fishing streams; a tourist planning a holiday tour will want to read of the many wonderful holiday resorts with which Canada is abundantly provided. Other information which has been given, such as the history of the Dominion, phases of Canadian life, and so on, make interesting and instructive reading.

For the benefit of readers desiring such information, the following list of subjects which have been discussed in *Canada* has been compiled. Here will be found contributions by some of the best authorities on the subject, most of them fully illustrated. Many of these issues of *Canada* are still obtainable, and a postcard to the Publisher, Kingsway House, Kingsway, London, W.C., will elicit the price of the copy, which necessarily varies according to the date of the number.

FINANCIAL AND INVESTMENT.

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Banking Development
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Western Progress—A Forecast

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Labrador
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Saskatchewan
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Texada Island
Yellowhead Pass
Yukon

Canada Revisited (an Illustrated Tour in Canada)
British Manufacturers & Canadian Trade
A Business Tour in Canada
Business Opportunities in Canada
Our Prize Winner's Tour

CITIES AND TOWNS.

Tourists, intending settlers, and investors will find these illustrated articles of value and interest.

Agassiz
Battleford
Brandon
Calgary
Cardston
Chicoutimi
Edmonton
Esquimalt
Fernie
Fort Francis
Fort William
Halifax
Hamilton
High River
Kelowna
Lethbridge
Lloydminster
London
Meaford
Medicine Hat
Montreal
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Nanaimo
Nelson
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All Red Route
Georgian Bay Canal
Montreal Harbour, Development of
St. Lawrence Waterway Improvements

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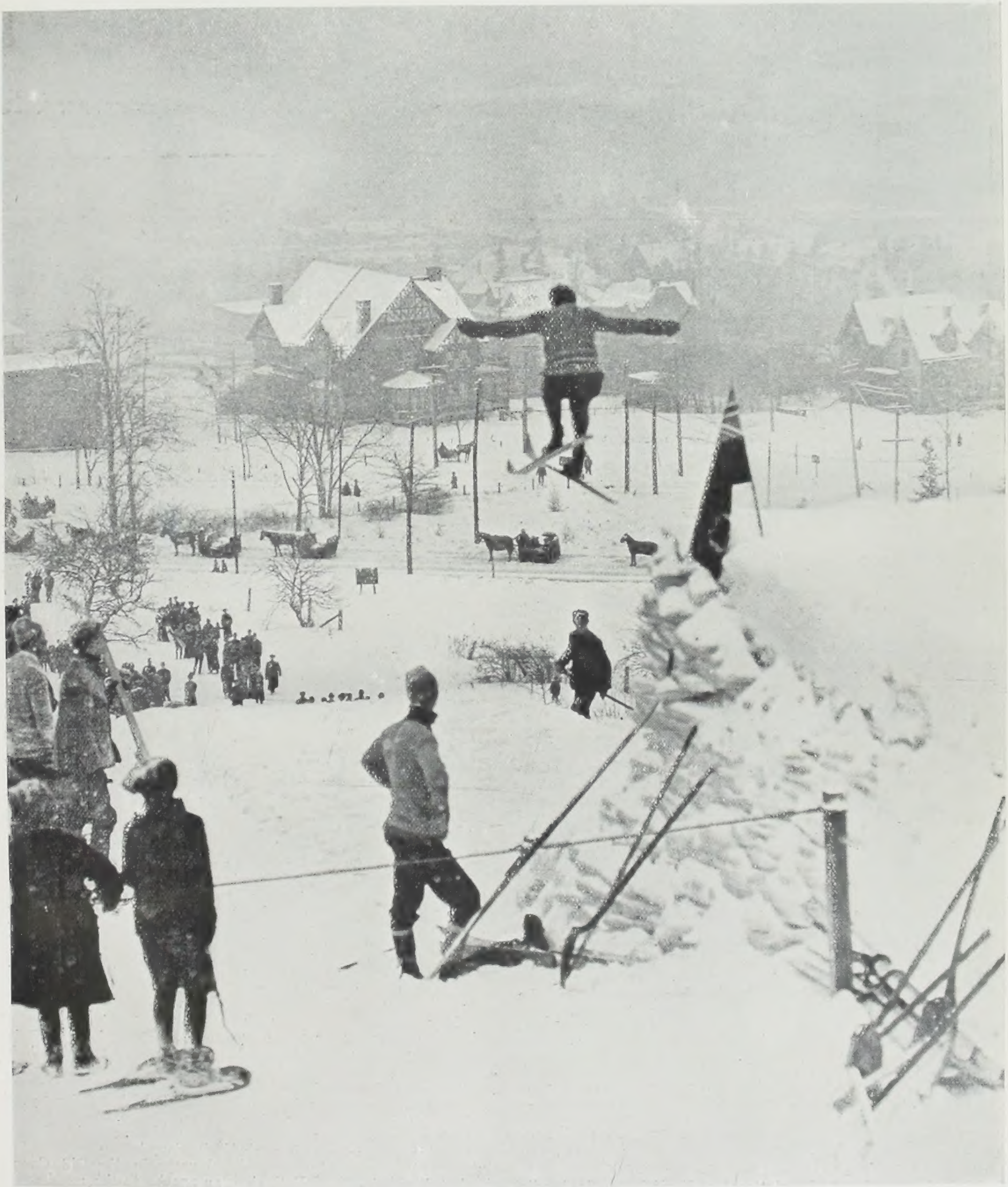
CANADA

No. 209. SATURDAY, JANUARY 8, 1910. Vol. XVII. 6D. WEEKLY.

THE JOYS OF A CANADIAN WINTER.



SKI-ING IN MONTREAL: A BIG JUMP.

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
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THE POLITICAL CRISIS IN GREAT BRITAIN.

THE eyes of all thoughtful men in Canada and other self-governing portions of the Empire are fixed on the Mother Country, which will next week be plunged in the midst of the most momentous general election of modern times. British citizens in the Dominions-over-Seas find it somewhat difficult to understand the attitude of the people in the Old Country. Everywhere they meet with men who seem to delight in decrying their own enterprise and industry, and in extolling those of the foreigner. Yet we have lately seen guests from Canada, Australia, and South Africa visit the great workshops of Great Britain, and be amazed at what they saw. They found there the same skill and the same efficiency that have made British goods famous all over the world. The cry that the Old Country was decadent was proved demonstrably to be false. Most of the delegates at the Press Congress, when they returned, and were questioned as to the condition of the people in England, denied emphatically that they saw any trace of decadence. On the other hand, they were impressed with the vigour and vitality in all the manufacturing centres.

Whence, then, is this talk of decadence? It comes from the people of Great Britain themselves. There appears to an onlooker a "change of heart" in what are termed "the masses" in England. The sturdy, virile daughter-nations look with amazement at the change, and are concerned to know if Great Britain will be true to herself, or whether Socialism has enfeebled the minds of the electorate. English people hardly realise how seriously their fellow-citizens over-seas regard the present crisis. The question we ask ourselves is: What will become of the Empire if the Mother Country shows herself to care more for Socialistic panaceas for all evils than she does for the well-being of the Empire of which she is the centre?

The action of the "many headed" in England within recent years does not encourage us to believe in its strength of mind. We all remember how the "calculated lie" about Chinese slavery seemed to fascinate the great mass of the electorate at the last British general election, and we wonder if British voters have lost the power of thinking Imperially. The events of the next few weeks will show whether the British voter is going to put his faith in those who pander to his worst instincts, or whether he is capable of looking beyond his tiny portion of the Empire and of taking a broad, Imperial outlook.

We who are outside the conflict, and regard the struggle from the point of view of a looker-on, have seen and appreciated the genius of the Anglo-Saxon race, which makes men surmount difficulties, be indifferent to hardships, and wring success out of virgin forests and lonely prairies. We know what British men are capable of doing; and the point that strikes us as most ominous in the present crisis is the lack among a large section of the public of that British feeling that has made the Empire what it is. There is something inherently wrong, for instance, when we see Lord Roberts, the first British soldier of the day, who was a few years ago the idol of the people, and is to this day the most beloved of officers among the rank and file of the Army, actually sneered at by the sleek city dweller, and his utterances pooh-poohed as those of an old man in his dotage—and all because he bids them hold and protect that which their grandsires won for them.

What can we think, again, when we see a youthful minister of the Crown exultingly boasting of "slamming and barring the door" against suggestions made by his fellow-citizens from Greater Britain? And then we hear him cheered and applauded to the echo by the mob.

But it is not only by men like Lord Roberts that warning is given. We have lately seen a convinced Socialist following the example of Joseph Chamberlain, and coming forward to tell his fellow-countrymen what he has seen in the greatest military camp in the world—namely, in Germany. Here we see a man past the prime of life risking—like Chamberlain—the loss of friends; indeed, risking everything, because of the vision of danger which he sees too clearly to keep silence. When Mr. Blatchford, an old and tried Socialist, raises his voice against the apathy of the British people to the dangers that are threatening them, surely it is time to reflect and ask the reason why he should thus drive in the teeth of the party to which he belongs. The truth is that he is a Briton first and a Socialist afterwards, and he puts patriotism before party. Yet, this man, palpably honest in what he says, is denounced from pulpits all over the kingdom by the same men who were not ashamed to vilify British soldiers at the front during the South African War. In our own Dominion such conduct would not be tolerated; the man who does not love his country gets short shrift in Canada.

But it is not only one political party in the Old Country that disappoints us. Both show an apathy to the requirements of British trade and commercial interests. To the impartial observer this indifference is amazing in a "nation of shopkeepers." There is, unfortunately, too much of the "parish pump" in British politics. Those who look beyond the borders of the British Isles, want statesmen to deal with Imperial questions, and not parochial politicians. What England seems to need to-day is a man, a born leader, who will convince the people that Empire must come first, and petty little local affairs a long way afterwards. It is difficult, perhaps, to instil into the British working-man the need to think Imperially—as difficult as it is to make a farmer in a prairie province believe in the need for naval defence—but it must be done, if the British Empire is to hold together.

It is impossible to express in words the distress and disgust felt by over-seas Britons at the spectacle afforded in England to-day when any Imperial sentiment or any patriotic expression is labelled "Jingoism" and denounced vehemently by the "street-bred people," who shrink from any form of personal self-sacrifice.

NOTES OF THE WEEK.

Our Birthday. With the present issue this newspaper enters upon its fifth year of existence. Looking back upon the results of our efforts during the past four years, we may fairly claim to have justified our existence, and to have earned a place for *Canada* on the crowded counters of the newsagents and bookstalls. When *Canada* made its first appearance in a two-coloured cover—red and green—it stood almost alone as a journal devoting letterpress and illustrations exclusively to Canadian affairs. To-day there is hardly a journal of any standing in Great Britain that does not week by week devote more or less space to the concerns of the Dominion. We may be allowed to give some credit to *Canada* for this result. We need hardly say that the standard we have now set for ourselves will be more than fully maintained in the future. What the future of the Dominion will be the public on Britain's side of the Atlantic, nay, even the Canadian people themselves, have only just begun to grasp. With that future is bound up that of *Canada;* and—now that our fourth year is closed, and we are girding ourselves for the fifth—if we have any appeal to make it is this, that our readers—that all those who have found *Canada* useful or instructive in the past—should help it to become still more useful to them in the future. To our readers in the United Kingdom we would say: "If you in reading *Canada* have found interest or advantage, introduce us to more readers to whom we may extend the same help. Thus the opportunity offered so lavishly by the great young country we represent may by more general acceptance become even more profitable than at present, and your investments may provide not only incomes but profitable occupation and prosperous homes for Englishmen." To our Canadian readers, on the other hand, our appeal is that, by their continued support, and from motives of both self and Imperial interest, they may help us to adequately represent the true Canada, so that no one throughout the Empire may be ignorant of what she really is and what she really offers.

* * *

More Misrepresentation. The Ottawa correspondent of the *Manchester Guardian* grows more and more absurd in his utterances day by day. For some reason best known to himself he is bent on misrepresenting the whole idea of Imperial Preference. We were treated the other day to a whole column of matter of which every good Canadian will feel ashamed. The correspondent, referring to the idea of a preference being given to Canadian produce in the British market, says: "So far as Canada is concerned, no such demand was ever made by any responsible public man, nor, so far as known, by any foolish man." How grossly misleading is this statement! The correspondent in all his wordy message, which is devoted to "Canada's Attitude to Preference," finds it no doubt, convenient to leave out all reference to Sir Wilfrid Laurier's latest utterance on the subject. "*Canada,*" said the Canadian Premier, a few weeks ago, "*has opened her door to Great Britain in the hope, though it has not come so far, that she would ultimately receive similar preferential treatment from the Mother Country.*" The correspondent, in spite of Sir Wilfrid's statement, goes on to say, "Our preference to Great Britain was designed not to benefit Britain but to benefit the Canadian people. . . . If Mr. Chamberlain and his friends should succeed after all, we shall be ready to do business with them—not on their terms, but on ours. . . . The truth is we have entirely outgrown Imperial reciprocity." It is curious to hear, after reading the *Guardian*, that Mr. F. W. Thompson, managing director of the Ogilvie Flour Mills, and a leading grain authority in Canada, expresses the opinion that should the United Kingdom impose a duty on foreign wheat and flour, the production of wheat in Canada would receive a great stimulus, and that in the very near future the Overseas Dominions would be able to meet all the requirements of the Mother Country in this respect. Englishmen may choose for themselves which man is likely to represent Canadian sentiment most truly, Sir Wilfrid Laurier, who gave the Preference to Great Britain, and knows why he gave it, or the Ottawa correspondent of the *Manchester Guardian*, who would represent Canada to the people of the Mother Land as the very epitome of selfishness, and as regarding Great Britain merely as a victim to be fooled and plundered. We can only wonder that a reputable paper can print such a libel on Canadians.

* * *

An Echo of the Press Conference. It is refreshing to turn from the rancorous unpatriotic outpourings of the Ottawa correspondent of the *Manchester Guardian* to the breezy Canadianism of Mr. J. S. Brierley, one of the delegates at the Press Conference. Mr. Brierley, who is President of the *Montreal Herald* Company, recently addressed the Canadian Club at Montreal on "The Lesson of the Imperial Press Conference." To be candid, we have not always seen eye to eye with Mr. Brierley, but we recognise in him a type of sturdy Canadianism—a type that would be horrified at such utterances as we have quoted in the previous note. "Let us make up our minds," said Mr. Brierley, "to prove to all Canadians that Empire is another name for liberty and patriotism within, and for honour, protection, and freedom without. If it does not mean these things neither you nor I want to be of the Empire. If it does mean these things, it is clearly our duty to endeavour, as best we can, to bring our fellow-citizens to a realisation of them." What does Mr. Brierley say of Imperial Defence? He takes a very reasonable view of the matter. "I can see quite clearly, I think, the weaknesses and the dangers that lie within the creation of a Canadian Navy. I realise that, in its beginnings, it must be small and inadequate for the work it has to perform. I quite appreciate and acknowledge freely, that if the Mother Land should be face to face with a crisis, our duty would be to send as quickly as possible our contributions of money and men." But in present circumstances Mr. Brierley prefers the creation of a Canadian Navy to any other policy. Canadians may differ widely as to what means should be taken to bear a share in the defence of the Empire, but are unanimous in loyalty to the Empire, and resent being misrepresented by correspondents of English newspapers.

* * *

Where Labour is Scarce. A very effective answer to the statement that all the labour Canada needs is agriculturists and domestic servants is afforded by an extract from the official organ of the Canadian Manufacturers' Association, which we publish in another column. The events of the last year afford plenty of endorsement of the fear of a labour famine during the coming season. Consider the amount of capital that has gone to Canada recently, not only from Britain but from the United States and other foreign countries; capital to be immediately employed in building more railways, more bridges, more steel structures of all kinds which need skilled labour to erect. The rails that are needed by tens of thousands of tons are now all made in Canada; the locomotives and the cars to run upon them are all to be built in Canadian factories. No wonder we learn that in the Provinces of Ontario and Quebec alone 146 firms have already signified their need for several thousand artisans, including printers and lithographers, iron and steel workers, boot and shoe hands, and many other skilled workmen. For palpable reasons, neither Lord Strathcona nor the great emigration machinery of the Dominion and provincial governments is employed to advertise this fact—the labour vote is already a power in Canada—but every steamer is bringing over successful workmen, who will take back others to share in their prosperity.

* * *

Depreciating the Empire. One of the most unfortunate features of the virulent political war now being waged is the tendency for the value of the Oversea dependencies of the Empire to be emphasised, almost exclusively, by one political party. Not only are there sneers at any alterations in the tariff system, which would tend to greater reciprocity within the Empire, but we find even prominent politicians suggesting doubts as to the value of the Imperial idea. We search through column after column of Ministerial oratory in vain to find any word of appreciation for the idea of Imperial defence, any expression of gratitude for the action of Australasia or the promises of Canada and South Africa in regard to the Navy. Though it is not apparently suggested that the mending or ending of the House of Peers or the passing of every measure foreshadowed in the Budget will mean more employment for the ever-increasing population of Great Britain, there is no friendly word for the greater opportunities which must exist in Greater Britain, for labour as well as for capital, as time goes on. Apparently most of the Radical leaders of to-day are as indifferent as were their predecessors fifty years ago as to whether those who recognise the wisdom of going where there is more elbow-room make their future home under a foreign flag or not. That none of the proposed legislative measures of either party will effectually solve the evils of over-crowding from which England suffers in common with other European countries is certain. At the best either tariff reform or land reform can only postpone the inevitable. Why not promise Government assistance to well-thought-out schemes which will deflect the annual tide of emigration from Great Britain to countries under our own flag?

* * *

Revising the Rules at Ottawa. In response to a growing demand for an alteration in the form of Parliamentary procedure at Ottawa the Government has appointed a Special Committee of the House of Commons to report what changes in their opinion might be adopted with the view to simplify and expedite its business. In the Canadian House the rules are much the same as they were at Westminster before Mr. Parnell reduced the art of obstruction to a science; but though all parties are agreed that much time might be saved by printing the answers to ordinary questions, altering the method of receiving petitions, and by instituting minor reforms in procedure, there is no general inclination to adopt a "closure" rule, or to place such restrictions upon the liberties of private members and freedom of debate as are now possessed by the Cabinet at Westminster and the Speaker of the House of Representatives at Washington. Those who are so anxious to get rid of the House of Lords might study with profit the tendency towards the Speaker of the American legislature becoming a sort of Czar, only controlled by a Senate, in which the power of the Trust and the Capitalist is notoriously predominant.

* * *

A Canadian Diplomatic Service. The desire that Canada should be represented in Washington by a Canadian official in addition to the formal representation which it receives through the British Embassy, is a growing one, not confined to any particular political party. As the *Montreal Herald* points out, the Governor-General is the official source of communication between the British and the Dominion Governments, yet the High Commissioner's office becomes an increasingly useful one year by year. At Paris also Canada has long been represented by an Agent-General, and in recent years we have seen Canadian Trade Commissioners appointed in Japan and Holland, and promoting intercourse between these countries and Canada without in any way embarrassing those British diplomatic representatives through whom treaties must be negotiated so long as the existing relations between the self-governing dominions of the Empire and the Mother Country are continued. Canadian statesmen—Liberal and Conservative—in all their utterances upon this delicate subject have shown themselves keenly alive to the advantages they possess as British subjects when travelling in or trading with foreign countries. In asking for the appointment of a representative at Washington there is no intention of endowing such a person with powers which would conflict with those of the British Ambassador or the British Consular Service. It will be time enough to talk about Canadian ambassadors and all the paraphernalia of a national diplomatic service if ever the time comes when Canada assumes the right to negotiate treaties without the acquiescence and co-operation of Downing Street, and possesses the independent naval and military forces which are necessary to enforce the observance of treaties and to protect Canadian citizens in the same sense as they are now protected the world over through the influence which attaches to the Union Jack and the Imperial connection.

* * *

A Faster Steamship Service. Apart from the developments in the steamship services operating from the Pacific ports of Canada, the air is thick with rumours as to the inauguration of new lines and the improvement of the service given by the older companies on the transatlantic route. When the term of the existing mail contract runs out two years hence, it is now quite evident that the Dominion Government will have made arrangements by which a new or renewed contract is carried out by vessels steaming four or five knots per hour faster than any vessel now employed as a mail-carrier on the Canadian route. On behalf of the present holders of the contract, Sir Montagu Allan has already announced the readiness of his company to put on 22-knot or even faster vessels. The C.P.R. is understood to contemplate the immediate construction of faster vessels than the two "Empresses" now employed on the transatlantic route. The name of the Canadian Northern Railway is also associated with the company which is to operate the 19½-knot *Cairo* and *Heliopolis* next season. It is to be hoped that the negotiations now believed to be going on in regard to an All-Red Route supported by the British and Australasian Governments will be successful, for the operation of even a weekly transatlantic mail service with steamships to travel 22 knots about four knots more per hour than the fastest of those now carrying the mails must mean a vastly increased subsidy. Many of the tax-payers who talk so glibly about 25-knot steamships forget the enormous increase in the expense involved in obtaining every additional knot above fifteen: increasing in greater ratio from eighteen upwards. The *Mauretania* and the *Lusitania* are expensive luxuries which would not have been built but for the exceptional extent to which they were financed by the British Government, and it is significant that, though bigger vessels are now on the stocks, none is contracted for to produce anything like the same amount of speed.

NEWS BY CABLE.

Senator Belcourt's Admirable Suggestion.

Senator N. A. Belcourt, who was formerly the Speaker of the Dominion House of Commons, speaking at a banquet given in connection with the Dominion Trade Board, in New York, alluded in glowing terms to the magnificent progress which Canada had made in every direction during recent years, and occasioned loud and long applause by throwing out the suggestion that the time was now fully ripe for the Government to extend a pressing invitation to King Edward and Queen Alexandra to pay a visit to Canada. He declared that such a visit would be of incalculable benefit, in that it would enormously strengthen the ties which bound Canada to the Mother Country, and he was sure that the visit would be one of much pleasure and interest to their Majesties. Mr. Belcourt roused his hearers to another burst of enthusiasm by asserting that an alliance between Great Britain, France, and the United States would permanently assure the peace of the world.

How Preference will Help the Empire.

Speaking at the annual banquet of the North-West Commercial Travellers' Association, the Hon. R. P. Roblin, the Premier of Manitoba, said that, as a man who loved the British flag and desired the continuation of the relations which existed at the present time, he thought they were justified in expressing their fears, and, if possible, in averting what might be called a misfortune. If the Socialists of England, while they might be honest men, should dominate the Parliament of Great Britain, he was afraid there would be a change in the relations with the Colonies. The Parliament of Canada had implanted in its fiscal policy the principle that within the bounds of the Empire there should be preference for the Briton over the foreigner. One hundred thousand American people had come to Canada in 1909, and that number should increase year by year. If these immigrants realised that, by virtue of being British subjects. they would get such recognition from Great Britain as the citizens of another country would not get, it would weld them more effectually to British institutions. Mr. Roblin continued: "I speak for myself alone, and because I desire myself and my country to remain British. We can wield greater influences on this continent, and can develop more effectually under the British Empire than under any other system. Therefore we have a duty to perform to educate our people along the lines of the relations that we sustain at the present time, and to teach them whence the progress and glory of the past has been received, and that from the same relations we hope for even greater results in the future."

Canada and the United States.

While one section of the New York Press, notoriously unfriendly to England, has lately been publishing articles with the idea of creating friction between England and Canada, and has cited certain imaginary grievances under which the Dominion is alleged to labour, Professor C. M. Wrong, of the University of Toronto, in an address to a meeting of the American Historical Society, has asserted that Canada is, to all intents and purposes, an absolutely free country. The Professor said in part:—

"Canadian nationalism means, not one nation on this continent of British origin, but two nations, the one as completely resolved to go its own way as the other. Canada, like the United States, a great federation, has now nearly 8,000,000 people, about three times as many as the United States had at the time it became independent. Moving along its own lines, Canada is rapidly completing the apparatus of its national life. It is taking steps to build a navy under its own control. It negotiates its own treaties for trade. Questions between Canada and other Colonies are settled now, not from London, but from Ottawa. The British Ambassador at Washington has a more difficult task than any other diplomat there. He serves two nations, not merely one. In theory, the King still rules; in fact, he has no political power, the Prime Minister rules. In theory, Canada is a Colony; in fact, she is an independent nation."

These candid views, says the New York correspondent of the *Daily Telegraph*, are not welcomed by the Anglophobe Press here, which has been seeking to show that, if Canada will only allow Uncle Sam to "protect her," all will be right, and Canada and the United States will live happily together, as one big, united family, ever afterwards.

Freight Rates to Canada.

At a special meeting of the Toronto Board of Trade, held last week, a vigorous protest was entered against the proposed action of the North Atlantic West-bound Freight Conference to increase the transport charges by 25 per cent. for ocean freights from Great Britain to Canadian ports. It was decided to make an urgent appeal to all Canadian shipping companies to resist the proposed increase, the effect of which, it was held, must tend to divert business to the factories of the United States and practically to nullify the British preference. The Government of Ottawa will be asked to co-operate with the Boards of Trade to preserve to the people of Great Britain and Canada the benefit of preference.

The Swedish Challenge Cup Competition for the amateur figure skating championship of Great Britain in the international style will be held at Prince's Skating Club on February 23.

SPORT IN NEWFOUNDLAND: OPPORTUNITIES FOR ROD AND GUN.

By P. T. McGRATH.

(*Special to "Canada."*)

NEWFOUNDLAND is every summer becoming the objective of larger numbers of sportsmen and tourists, attracted there by the knowledge that the most enjoyable employment for rod, gun, and camera is provided by the game animals, birds, and fish, and by the natural beauties of her almost untrodden interior. The island is larger than all the Maritime Provinces of Canada, and is virtually unpeopled, save around the sea-board, where reside the 250,000 people who derive their livelihood from fishing. A railway line runs through the interior, and stations are found at intervals, but, apart from this, the country is in its natural wild state. All over it are lakes and streams teeming with trout; the broad stretches of upland moor are tenanted by vast herds of caribou; the coast line is broken up by numerous estuaries from broad rivers that are the home of the lordly salmon, while the diversified natural beauties of the region are increased by the presence, all through the summer, of brilliant weather, making a sojourn there an unending feast of beauty and delight.

A FINE CATCH OF SEA TROUT.

Of large game the caribou stands foremost, but there are also bears, wolves, and lynxes to be found; fur-bearing animals, such as fox, otter, marten, mink, musk-rat, and rabbit, are abundant; while of birds there are willow-grouse, spruce, partridge, Canada goose, Brant goose, and many varieties of duck, snipe, woodcock, and plover. Finally, for the rod there is trout and salmon fishing as fine as the world can afford to be had in such abundance as to satisfy the most exacting.

Caribou-shooting in Newfoundland is now a favourite pastime for wealthy American sportsmen and members of the British aristocracy. The best season is the early autumn before the snow comes, but some of the sportsmen wait until November. The caribou migrate during the summer from the south of the island into its wildest northern area, and when winter advances they retreat back in the forest's shelter during the period of snowfall. In this migration they cross the railway track at right angles, and a few years ago hundreds of local fishermen would camp along the line after their return from Labrador and shoot down the deer as the animals came along, then packing the meat into barrels with salt, to preserve it for their winter's food. It was no uncommon sight from the railroad to observe them at their work, with their glistening heaps of salt and groups of barrels.

Perceiving that the caribou would meet the same fate as the buffalo if this practice, or butchery, was permitted to continue, the Colonial Legislature set aside a reserve for the deer in which no shooting is permitted, and this has compelled an abandonment of the unsportsmanlike practice. A similar procedure by the fishermen of the south coast, who went inland during the winter when the frosts had solidified the marshes and made battues of hundreds of deer at a time, and sent their carcases on to St. John's, where they sold at the rate of one cent per pound, has also been abolished, so that now the chase is confined almost entirely to genuine hunters, who are permitted to kill three stags during the summer. The best sportsmen journey many miles from the track into regions rarely penetrated. F. C. Selous, the noted African hunter, spent two seasons in the interior of Newfoundland, and J. E. Millais, the eminent English naturalist, did the same. Both explored new regions on their own account, and hitherto unsuspected haunts of the deer were discovered and regions where the best of sport could be found.

The Newfoundland caribou weighs about 500lb., and is superior to the Canadian caribou or sub-Arctic reindeer. It develops antlers finer than any others in the world, and heads are every season taken from the island to be mounted which cannot be approached elsewhere. It is possible for anybody with a slight knowledge of woodcraft to kill caribou in Newfoundland by his own unaided exertions, but it is well to secure a good guide, and as these can be obtained for $1.50 to $2 a day and their keep, no hunter should be without one. The stalking of the caribou calls for very little wood-lore, as by taking ordinary precaution in the matter of clothing, avoiding unnecessary noise, and availing of every patch of cover, the antlered monarchs may be stealthily pursued and approached closely enough to be picked off without risk of losing the quarry

In addition to the shooting of caribou, which can be enjoyed in almost any section of the island, the pursuit of bears, wolves, and lynxes forms a diversion at present confined chiefly to the local hunters, though there is no reason why visiting sportsmen should not also indulge in it. Moose have recently been introduced into the island from New Brunswick, and it is believed will thrive well here, but, of course, the killing of them is forbidden till they have had an opportunity to propagate

Newfoundland affords undoubted attraction to the angler. Here salmon, sea-trout, and lake-trout abound, and the people of the island are keen rod-fishers. The salmon and sea-trout are to be found in all the large rivers, although the streams on the West Coast are considered the best; this is practically because they have not been well fished over, being more inaccessible. The lake-trout fishing is obtainable in almost every water-course in the island, and its possibilities have been increased by the fact that a local sporting club has for many years past been engaged in stocking the inland waters with California rainbow trout, hatched out in a hatchery of their own—a work that is easily doubling the attractiveness of the island in this respect. Loch Leven trout were also introduced some years ago and extensively distributed, and the native trout, so called, but really a species of char, is amazingly abundant. One of the unique features of the holiday season in St. John's is that "trouter trains" are run from the capital to a point within easy access along the railway line, and it is not uncommon for several hundred men and boys to engage in this pastime and to return in twenty-four hours with thousands of dozens of fish.

Rod-fishing has one advantage over the gun and rifle in Newfoundland; it is far less expensive. You can get it within easy reach of St. John's and have no need of a camp, as there are inns near many of the best spots. A guide, however, though not absolutely necessary, is very desirable. The best salmon-fishing is to be had directly the salmon start going up the rivers, generally about the second week in July. After they are once well up the streams they are far harder to catch, and, indeed, rarely take the fly fairly and squarely after they have reached the upper pools. A good catch, however, can be depended upon, given favourable weather and no east winds, in the middle of July. Next to the salmon come the sea-trout, which afford excellent sport. Like the salmon, you must follow them up stream, and the pools are filled with them. An ordinary catch is five to ten dozen, scaling from 1lb. up to 5lb.

The fresh-water trout, though smaller, often afford a very good day's diversion. They can be found in nearly every pond, and even those close to St. John's, although most assiduously fished, yield very good results.

If the visitor, however, desires to see the country as well as to secure sport, he cannot do better than to take the trip across the country by rail to the western shore, where he will find the Codroy and George's rivers afford him excellent sport and splendid scenery. The three large rivers on the East Coast—the Gambo, the Gander, and the Exploits—are also frequently visited by anglers.

Relations between the United States Government and the Atlantic steamship companies landing immigrants at New York are severely strained, in consequence of the operation of a new order that immigrants are to be examined at the pier by surgeons from the Marine Hospital Corps. Several steamship lines have refused to pay the hospital charges assessed against them on account of passengers, one line owing over $25,000. The result of the friction will be to divert many immigrants to Canadian ports, inasmuch as the Canadian system of inspection on board ship avoids the inconvenience of inspection at the landing stage.

A GUIDE RETURNING WITH A CARIBOU.

CORRESPONDENCE.

The Editor does not hold himself responsible for the views expressed by correspondents.

CANADA'S DESTINY.

To the Editor of *Canada*.

Sir.—To the Canadian Imperialist a certain apparent apathy in England at the present juncture of affairs, and a blind confidence in the indeterminate continuation of present Imperial relations, are matters of apprehension and concern. On the eve of an important general election such an attitude may, perhaps, be understood and forgiven, yet the situation appears to the writer, at least, as one which must ultimately be faced, and the difficulty of which will only be augmented by postponement. A false impression has been created by the visits of distinguished Englishmen to Canada and by such Imperial Conferences as those of the Press and National Defence. Those concerned have been inspired with the desire to "prophesy smooth things," and all controversial discussions have been either shelved or hastily put aside. It must, therefore, be of supreme import that the Mother Country should learn the truth of Canada's attitude both to itself and to the Empire. With this idea the writer desires to set briefly forth the truth as he has seen it, both in the East and middle West, in the full realisation that his standpoint will be indignantly denied by many of his fellow-countrymen.

Moved by the influence of a steadily inreasing national spirit, which finds its expression in the cry, "The twentieth century for Canada," and inspired by the example of the ex-colony to the south, Canada dreams of independent nationhood.

If it were possible to obtain the real thought of the Dominion as a whole, it would be found to run, roughly, thus: "We have a land of enormous area and unrivalled resources, but we lack population and the means of effective self-protection. We must, therefore, remain a partner of the Empire for the present, but at the earliest possible moment we intend to stand upon our own feet."

Mark well that the restraining influence of "the ties of blood" must be very nearly, if not entirely, discounted, for the population is divided into five classes: the French and English Canadians, British immigrants, and those from the Continent and the United States.

The loyalty of the first is purely academic, based on his appreciation of British institutions, which would, however, be equally assured under a national flag. The British-Canadian of to-day was born, and spends his life in his own district, knowing little of the land which his grandfathers regarded as home beyond disquieting rumours of American origin as to its decadence and vanishing prestige. What is true of the first class applies with equal force to the last two, and the only one to which such a bond really appeals is the third—the recent British immigrant, who finds himself in a decided minority. There are thirty different nationalities in Winnipeg. What ties of blood bind them?

The *Toronto Sunday World* not long ago reviewed a newly published book of Canadian songs, and nothing could show more plainly the truth of what has just been said than the following excerpt.—"The lyrist's inspiration, however, is the Imperialistic idea. This does not at all spoil the poetry; but it will limit the appeal, and thus the sale of the songs, since the Imperialistic idea has a very weak hold on the people of the Maritime Provinces, of Quebec, and of the far West. It is unwise in a lyrist, who is writing a text for a song which is to have national significance, to reduce popular sentiment in the Dominion to terms of British feeling in Ontario."

The Imperial idea, as a Canadian Rhodes Scholar recently said in discussion of this very point with the writer, is a large one, and properly to understand and appreciate it, an intimate knowledge of history, of literature, and political science is necessary. The average Canadian, busied in material affairs, does not possess these qualifications.

Also to be reckoned with are the constantly repudiated, yet potent, anti-British influences of the United States. Until very recently the States had a practical monopoly of the sale of magazines in Canada. It still supplies the Dominion with its journalistic standards and with its theatre, and even the "simplified" form of spelling is borrowed from the south. Again, as a glance at the map will show, while Australia and New Zealand, being islands, look naturally to Great Britain, the outlook of Canada is primarily centred on the United States. Every one of the principal cities of the Dominion faces and is in close connection with some important centre to the south—Montreal with New York and Boston, Ottawa with New York, Toronto with Buffalo and New York, Winnipeg with Duluth, St. Paul, Minneapolis, and Chicago. The towns and cities of the prairie provinces can hardly be distinguished from those of the States. The fourth of July is almost as big a holiday in Winnipeg as Dominion Day, while at the theatre in the same place the writer has heard cheers at the display of the Stars and Stripes at least as vociferous as those which greeted the display of the Union Jack immediately preceding it. When a Canadian of average means wishes to spend a holiday away from home he goes to the States. New York has a greater influence on the Canadian market than London. In the very Universities are American student societies, known as Greek Letter Fraternities. Surely these things are not without significance or barren of at least unconscious influence upon the Canadian mind.

It is reasonable to suppose that such a condition of affairs would have grown up in any circumstances, but had not Canada, for her own protection, been forced by English Free Trade to form a commercial alliance with the United States, it might well be that to-day Canada's outlook would be largely towards the Mother Country, and that the influence of America would have been minimized. I refer, of course, to the repeal of the Navigation Laws and the abolition of the colonial preferences from 1840 to 1854, in regard to which J. S. Willison, in his interesting book, "Sir Wilfrid Laurier and the Liberal Party," has this to say: "In the establishment of the Free Trade system the Home Government proceeded by graduated and calculated stages; but the colonists could not keep step with the new commercial policy, and as their fiscal advantages in Great Britain fell away and new competitors met them in ports long closed to foreign vessels, colonial resentment deepened, and the tone of colonial remonstrances grew more angry and vehement. . . . Loss of trade was at the basis of the manifesto (Annexation Manifesto, 1849), and commercial rather than political considerations inspired the movement for political union with the United States."

The writer of this letter is personally persuaded that had not relief been afforded by the commercial alliance with the United States already referred to—the Reciprocity Treaty of 1854—annexation would have inevitably ensued. Speaking of its abrogation in 1866, Mr. Willison again says:—"For a time there was just such gloom and apprehension in Canada as prevailed when the Navigation Laws were repealed and the British preference in favour of colonial products abolished."

Speculation, however, is fruitless at this juncture, and it is with existing conditions, however they may have arisen, that we have to deal.

A very gloomy picture of Canadian disaffection has been drawn, and your readers may well be pardoned for asking:—"If these things are so, what is there to be done?" First, however, it must be definitely decided whether the Mother Country, on its part, wishes Canada to remain an integral part of the Empire, since there is reason to believe that at least one party of British politicians would exhibit no concern at such a separation.

This definitely established, only a general and very partial answer can be given. Cheaper cable rates and the establishment of efficient news agencies in England and Canada would do something, the strain of some Imperial crisis, such as the South African War, would do still more, but the only final remedy appears to be a speedy fusion of interests. Obtain, with the consent and co-operation of the Dominions concerned, a thorough fiscal understanding, establish a common army and navy, and create an Imperial Council to replace the Colonial Office and govern the Empire as the Federal House at Ottawa governs the provinces of Canada, and a severance of partnership may yet be avoided. Let the Tariff Reformers study the facts for themselves and add the political to the fiscal issue, and they will not only increase their campaign ammunition, but deserve well of their countrymen throughout the Empire, who, however dim their outlook or mistaken in conclusions, have its interests at heart.—Yours, etc., "McGill Graduate"

London, January 1.

CANADA AND AMERICA

The Paris edition of the *New York Herald* publishes the following letter addressed to the editor of that journal:—

Sir,—Canada does not require American "protection," and is quite capable of looking after her own interests. She does not interfere in American concerns, so why interfere in hers? Your very sudden effusive burst of friendship to Canadians deceives no one, and your very interested advice to them to trust to your (American) navy should at once spur them on to have one of their own.

Your attempt to deliberately make mischief between England and Canada is not only wicked, but also a very mean thing to do. No British newspaper would ever act in such an unfair way to the United States. The strong anti-British attitude of the *New York Herald*, Paris edition, has become so marked that many people of British birth now never buy it. Germans say you are one of their best friends.—I am, etc.,

December 22. "An Indignant Canadian."

THE "MONTREAL STAR" IN LONDON.

On the first day of the New Year, the *Montreal Star*, of which Sir Hugh Graham is the proprietor, opened new offices in the spacious building recently erected by the Grand Trunk Railway. The office, which is under the management of Mr. M. A. Jamieson, has been organised for the twofold object of supplying up-to-date and accurate information regarding Canada to British manufacturers, and of affording Canadian visitors to the Old Country the advantages of an information bureau and tourist office. A reading-room, with files of all the leading Canadian papers and periodicals, and writing tables, has been provided for the convenience of visitors, while numerous reference and guide books and maps are also available. For the British manufacturer literature and statistics concerning the opportunities afforded by the Canadian market will also be readily obtainable, while manufacturers desirous of establishing Canadian agencies will be supplied with the names of responsible firms handling their particular line of goods. In short, everything possible will be done to encourage trade between the Dominion and Great Britain.

Invitations will be placed on the vessels running between the Dominion and the Old Country to make use of the *Star's* offices while in London.

Mr. Jamieson is a Scotsman, who has had six years' experience in the business office of the *Star* in Montreal, and in his present position will doubtless find a congenial sphere of usefulness.

The large and beautiful picture of "The Chase," by Mr. E. A. Hornel—a work portraying a group of children in a wood pursuing a butterfly—which has been shown at the exhibition of the Royal British Colonial Society of Artists at Montreal, has been purchased for £600 by the Mount Royal Club, Montreal.

THE COUNTRY THAT WASN'T.

FANCY AND TRUTH BEYOND THE SASKATCHEWAN. By ARTHUR HAWKES.

TWENTY years ago, on a steamer bound from Liverpool to Montreal, I overheard an honest-looking fellow tell some people who were bound for Western Canada that around Winnipeg the weather was so cold that farmers working in the fields had to protect their noses with specially constructed drums, and that exhaled breath instantly became ice, and had to be removed by hand from before the face. Since then I have become very familiar with the country of which that apparently earnest person spoke. I know how grossly he misrepresented it. Every once in a while I am reminded of him when I hear or see something that is just as misleading, though not as foolish as his story about nose-drums and ice-breaths.

Last summer a friend of mine, travelling in England, was discussing some Canadian matter with a companion. A fellow-passenger politely intervened. "Excuse me," he said, "but I gather you are from America?"

Robertson said he was.

"Do you know anything about Rochester, in the State of New York?"

Robertson said he did.

"I am told large quantities of fruit are grown near Rochester—peaches and grapes, and that sort of thing. Do you live there?"

LAND AWAITING SETTLEMENT IN THE SASKATCHEWAN VALLEY.

"No," said Robertson; "I spend some week-ends there, but I live in Canada."

"Oh, yes, yes! How very interesting. Glad to meet somebody from Canada, I'm sure. Canada's a very cold country, isn't it?"

"Indeed, it is," said Robertson. "South-west of Rochester they grow even more grapes and peaches outdoors than they do at Rochester. The Niagara River is in that neighbourhood, and flows northward from Lake Erie into Ontario, and is the boundary between the United States and Canada. But, do you know, it is a very curious thing, that whereas on the United States side of the river peaches and grapes and apricots and similar fruits grow in abundance, the Union Jack has such an extraordinary influence on climate that where it flies on the other side of the river there is nothing but perpetual frost and snow?"

The Englishman had sufficient sense of humour to appreciate this way of putting the truth, and apologised for his ignorance.

There has arisen another race of Thomases who though they love the truth, are possessed, from time to time, with an amazing incapacity to recognise it. Curiously enough, they belong almost exclusively to the literary class. Though their number is rapidly diminishing, they exemplify the soundness of the venerable assertion, "One sinner destroyeth much good." Heaven forefend that I should seem to blame the whole literary class for the offences of the few, or to appear to mete out judgment to enthusiastic writers who have made a few mistakes. The man who never made a mistake never made anything. But there are mistakes and mistakes, and there is an appalling difference between a mere error of description and the condemnation of a whole country, by direct statement and inference, without evidence to back the verdict.

There is some comfort in this situation for the average reader, who has only his good horse-sense to guide him through some mazes of modern literature. Editors and writers are apt to acquire a certain reputation for a divination between right and wrong, inaccuracy and correctness, which they never intended to achieve, but which the magic of uncontradicted print has cast over them.

I came across a most entertaining example of this in an article published recently in a monthly magazine, called "On the Frontier of the Fur Country." It gives a great deal of interesting information about the fur trade in Northern Canada. But in order to make out a case for the perpetuation of the greatest natural game preserve left to the American continent, it tells stories about that region which would excite almost endless laughter if their net effect were not injurious to a section of the Dominion of Canada which has much more wealth in it than the fur-bearing animals that for over two centuries have furnished business for trappers and traders in Canada, and for furriers in Europe and in all the ends of the earth.

Let me show you the Canada-faker at work:—

> "North of the railroads stretch two thousand miles of muskeg country, where roads can never be built. Here dog train, scow, York boat, and canoe traverse the lonely wastes as of old, with never a landmark or a mile-post, but the Indian's lone 'lob-stick'—a tree stripped of all foliage save a tuft at the top—to mark some event or some crossing of the ways.
>
> "Between the wheat plains and Hudson Bay lies an area four hundred by seventy miles of pure muskeg, quaking silt on a bed of water, covered by goose grass and muskrat reed 16ft. high, with lanes of water criss-crossing in endless maze.
>
> "When you go seventy miles north of Saskatchewan you are in a muskeg region. This swamp land cannot be reclaimed. It is 5ft. deep at the shallowest, and for ever bars out settlers. It will also bar out railroads, except along two or three ridges of rock—from Lake Winnipeg to Hudson Bay, from Prince Albert to Lac la Ronge, from Edmonton to Athabasca and the Peace. Even if you build your railroad elsewhere—as the ninety miles built by Mackenzie and Mann from the wheat plains to the Pas prove—you cannot operate it in summer. You cannot operate it with a hand-car or a wheelbarrow for the floods. You can run your train over muskeg only in winter, when the water is adamant ice, and then you have the consideration of blizzards to keep your track open. The Pas road to-day cannot be used."

What a terrible country it must be, to be sure! As the crow flies it is over six hundred miles from the north end of Lake Winnipeg to Edmonton, but in all this distance there is only one rocky ridge on which a railway to the north can be built—from Prince Albert to Lac la Ronge! The misguided people who have built a railway to the Pas Mission, on the Lower Saskatchewan, cannot even run a hand-cart over it in summer! And yet how do you suppose the railway could have been built there if, when it had been built and the steel rails brought in, a wheelbarrow could not be run over it—for you cannot lay track in Saskatchewan in mid-winter?

I have before me a copy of the order of the Railway Commissioners of Canada, approving the rates to be charged for traffic upon this very road during summer and winter, and an official report showing that the line has been ballasted with gravel, and is in excellent condition for every class of traffic, and the trains are running. The Dominion Government has surveyed an extension of this line through the very country where it is said that railways can never be built because there is no solid ground for a road bed!

I suppose the most foolish misrepresentations are often the longest-lived, especially when they exude a certain romantic glamour. This is particularly the case with the Canadian northland. It is easy to draw alluringly inaccurate pictures about a little-known country. It is unlikely that sober, matter-of-fact Government reports will be read by the million. One of these days there will arise an editor of Government documents, who will not be tied up in grave-clothes and red tape, but will be given the liberty to print just those interesting things about public work, paid for out of public money, which would be told over the lunch table.

We are approaching that blessed era in Canada. The Canadian Federal Government issues, from time to time, reports about Canada North and Canada West which have all the accuracy of the most formal data, and much of the fascination which has always been associated with explorers of unfamiliar ground. Very considerable literature of this kind was available to the journal referred to, and those who wrote the muskeg absurdities to which I have alluded.

I have before me a series of pictures taken in the very region where we are told the quaking silt on a bed of water precludes for ever the building of roads and the incoming of settlers. Here is the valley of the Clearwater, looking from the heights at Portage la Loche, which shows it to be a series of well-wooded hills, and of which Mr. Crean, who went through that region for the Government, says:

> "Along the Big River in the southern portion of the tract is a splendid ranching country. Hay abounds, and water and shelter are easily obtainable. The country is principally open, dotted with bluffs of poplar, and hay is to be had everywhere. The grass cures here, and the rolling hills would be blown clear of snow, which would afford a winter range for stock almost equal to the

Porcupine Hills, in Southern Alberta. Farther north, however, the country is too flat until Portage la Loche is reached. The valley of Clearwater River below Portage la Loche would furnish a cattle range that, to my thinking, would be hard to beat. I am informed that there is even a better cattle range in the valley of the Pembina River, south-west ot Portage la Loche, but I did not see it. Generally speaking, in my opinion, mixed farming would be the industry best adapted to the entire tract explored.

"Everywhere I travelled there was an abundance of hay, and along the main routes hay was stacked in quantities in many places, but always with an eye to proximity to the trail. Sometimes the meadows would be small, but always numerous. At Green Lake there were particularly fine meadows, and I am told to the west it is even better."

There is, of course, muskeg in this country, as there is muskeg in Wisconsin and Minnesota and many of the States But when writers write of muskeg areas—"quaking silt on a bed of water"—which will for ever keep settlers out of the country, they should be careful not to tell their readers of the rapids and falls of the rivers which cross and re-cross so called muskeg, for waterfalls and muskeg do not chime. As Mr. Crean says of some of the muskeg districts, they can, of course, easily be drained.

The impression received from the article quoted is that there is practically no cultivable land north of the Saskatchewan. But north and west of Prince Albert, even unto the Athabasca River beyond Edmonton, there are farming settlements practically all the way. North of the river there has already been built eighty miles of railway. Two hundred more are under construction this summer, as part of the scheme for giving the northern half of the Saskatchewan Valley, from Prince Albert to Edmonton, a complete railway system. General Sir William Butler, who traversed the country thirty-six years ago, prophesied that finally there would be more farms between the Saskatchewan and the northern limit of cultivation than between the Saskatchewan and the United States boundary.

The explorers' maps show that there are considerable areas of cultivable land in the very district where "quaking silt on a bed of water" is said to exist, and a Committee of the Canadian Senate took sworn evidence that there is a block of first-class crop-bearing clay land which will be traversed by the line from the Pas to Hudson Bay, 10,000 square miles in extent.

All this is confirmed by the photographs in front of me—a field of potatoes at the mouth of the Buffalo River; a saw-mill at Lac la Plonge Roman Catholic Mission; waggons and teams at Green Lake; oat and wheat fields, and a flourishing garden, with rich variety of vegetables. My friend, Mr. J. B. Tyrrell, who spent several summers surveying in this country, tells me that frequently he found patches of potatoes that had been planted by Indians. In accordance with the canons of hospitality in the country, he lifted fine tubers for his use when in the vicinity of these gardens.

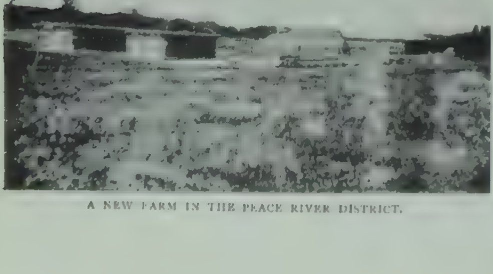
This vast district, from Lake Winnipeg to Edmonton, which I have shown to be so ridiculously misrepresented, is in this respect similarly placed to what the great prairie country to the south was not so very many years ago. Scarcely any sane person would nowadays be induced to believe in the utility of nose-drums. There may still be a few credulous beings who imagine that, in Canada, when it is not snowing, it is freezing, and who might, without difficulty, accept a statement that the native white people bark o' nights. But such innocent creatures are becoming very rare. It is scarcely possible to explain away the raising of 130 million bushels of hard wheat in the Prairie Provinces of Western Canada in the summer of 1909. A large portion of this magnificent crop has been raised in districts where wheat growing was once thought to be an impossibility.

There is still much land to be possessed in the more open country before farming settlements invaded the woods from which come the logs that feed the big lumber mills at Prince Albert, and will feed the mills to be built at Crooked Lake, about ninety miles north-west of Prince Albert. A railway is actually being built to Crooked Lake through the country from which, it is solemnly asserted in the article referred to above, railways are for ever barred.

As to the region that is now settled where it was assumed that there is no country to settle, I will venture to print three letters I have received from men who have gone into the Shellbrook district beyond Prince Albert, north of the Saskatchewan:—

"I regard this district (Shellbrook) as one of the garden spots of the Prairie Provinces. Oats yield 80 bushels per acre and wheat 30 bushels. I have farmed here for six years, and no crop failure has ever occurred in the district. I now have 75 acres under cultivation, but the coming of the Canadian Northern Railway into this district will permit us putting much more acreage under crop.

"Hilldrop, P.O., Sask." "J. S. Leigh (18-49-4-W-3)



A NEW FARM IN THE PEACE RIVER DISTRICT.

POTATOES AND WHEAT ON A FARM IN THE VERMILION RIVER DISTRICT.

"I have farmed here for fifteen years, and have never known a crop failure. Wheat yields 35 bushels per acre and oats 60 to 70 bushels per acre. I have now 63 acres in crop on my quarter section, and it promises to surpass former yields. The extension of the Canadian Northern Railway through this district will enable us to carry on grain growing on a much larger scale.—Yours truly,

"Bruce McIntosh (S-W-¼-24-49-5-W-3).

"Hilldrop, P.O., Sask."

"Six years ago I homesteaded the N.W. Quarter, 14-47-5-W-3, being the first settler in that township, and since that time we have never known a crop failure. I was brought up on a farm in Staffordshire, England, and farmed for 23 years in Lancashire. The opportunities of Western Canada drew me to Saskatchewan. This year I and my sons have 141 acres in wheat, which will yield from 40 to 50 bushels per acre. Wheat cutting commences to-day. Wheat from the 1908 crop brought from 83 cents to $1.04 per bushel, and this year the lowest price will probably be $1 per bushel.

"The best of water, natural hay, and pasture land are here. Oats yielded the first year 76 bushels per acre, and this year should surpass that figure. The lowest yield of wheat per acre was 27½ bushels. Barley this year should yield 60 to 70 bushels per acre. The new Canadian Northern Railway will be within 2½ miles of my farm, and a station and market will be established within six miles of my place. Abundant and good timber for fuel and farm purposes is within easy reach

"We have our own threshing outfit, crusher, chaff-cutter, baler, and 20 head of horses, 150 head of cattle, 47 sheep, and 60 Berkshire and Poland hogs, two binders and other implements, besides commodious house, barns, and stables. This is an excellent district, and one in which energetic farmers can rapidly amass wealth. I regard it the very best district in all Western Canada.

"Kilwinning, Sask." "James Warrington."

There is only one remedy for the Canada-faker, of course—it is the truth, the whole truth, and nothing but the truth. There is less and less excuse for the writer who would rather be picturesque than true, especially in Canada, where the truth, even when it can be expressed in terms of the multiplication table, lends itself to picturesque treatment. A man may be at the same time a purveyor of romance and an apostle of accuracy.

THE CANADIAN MILITIA.

Report of the Inspector-General.

The annual report of the Militia Council for the last fiscal year shows that the permanent force on March 31 last totalled 2,588, a decrease of 288 during the year. This is principally due to a falling off in the strength of the Royal Canadian Regiment, which at the end of the year numbered 860 of all ranks. The total number of the active Militia trained last year was 45,523, leaving only some 7,000 of the total establishment who did not take part in the Militia camps.

The report of the Inspector-General, Major-General Sir Percy H. N. Lake, calls attention to the special need of trained officers to command the various corps. He suggests that the position of an officer be made more attractive by making his pay sufficient to cover all expenses, and by relieving him of all clerical labour outside of annual drill. The force during the year, he says, made an appreciable progress towards efficiency and readiness for the field. With regard to the infantry, he notes that in city corps too much attention is usually paid to purely ceremonial drill, and that there is a tendency to perform all movements in a stereotyped manner. The most pressing need of the Militia, Sir Percy says, is an engineer and a telegraph and telephone unit, with a good practicable field telegraph equipment, both cable and wireless. A balloon unit and balloon equipment would be especially valuable in a country so thicky wooded as is Eastern Canada.

THE CANADIAN NAVY.

The Dominion Government has purchased from the Admiralty a second-class twin-screw cruiser, named the *Rainbow*, for training purposes, and as a nucleus for the Canadian Navy. The vessel will be maintained in Pacific waters. Another vessel of a similar type will be purchased for use on the Atlantic coast.

SASKATCHEWAN'S BUDGET.

A Prosperous Province.

The Budget presented to the Provincial Legislature of Saskatchewan shows that the Province is experiencing a period of prosperity, and that the Government is able to sanction the expenditure of large sums on improvement. In the course of his speech, the Hon. J. A. Calder, the Provincial Treasurer, said it would be necessary for him to discuss the finances of the Province for the three distinct financial periods. The first was that period ending February 28, 1909. He would then have to discuss the financial position during the present year and then that for the year covered by the main estimates.

In dealing with the year ending February 28, 1909, it would be remembered that at the time of the last Budget statement the financial year had not ended. The total revenues of the Province from all sources for that year amounted to $2,528,624. The total expenditures amounted to $2.587.246, leaving a debit balance of $58.622. At the time of his last statement to the House (before the year had closed) they had estimated a surplus of $21.229. The discrepancy arose through the holding of an extra Assembly, the cost of which was nearly $50.000; the preparation of a voters' list ($77.000), and the election ($68,000). Further, there had been an extraordinary expenditure of $128.000, which represented the loss the Province sustained on account of the administration of the Hail Insurance Act. There had also been a heavy expenditure on account of public improvements, the Government spending a considerable sum over that which had been voted by the House. In his estimates, he had also estimated on certain sources of revenue which were not received by the Province. If these amounts had been received, instead of having a debit balance, there would have been a surplus of $121,000 instead of $21.000 as estimated.

Coming to the present year, he said that the total actual and estimated revenues on current account amounted to $2,355,679, and that the amount voted by the House for expenditure totalled $2,271,621. The actual expenditure to November 1 amounted to $1,326,000, the unexpended balance of the main estimates being $800,000. In going into the main estimates carefully which were voted at the last session of the House he found there would be at least some $26.000 which would not be required. The estimated revenue would be $2,355,679, and they estimated to carry forward from the present fiscal period, to the next a surplus of $110,000. Regarding the coming fiscal year the estimates amounted to $2,454.600, and the estimated expenditure for general purposes would amount to $2,442,445, leaving an estimated surplus of $12,145.

In dealing with the capital expenditure he made a group, under four heads: bridges and buildings, permanent local improvements, telephone construction, and University. A summary of these accounts showed the figures from September 1, 1905, to November 1, 1909, to be: By grants from Dominion Government for buildings, $421.075. Proceeds first provincial loan: $1,944,183. Proceeds second provincial loan, $400.420; Treasury bills sold for telephone construction, $958,002. Total receipts outside of temporary advances from revenue, and which were paid back, $3,724,480. During the same period, the following are the figures on expenditures: On public buildings and institutions, $1.453,690; on steel bridges over Saskatchewan and other streams, $797,241; on permanent public improvements. $400,000; on purchase and construction telephone system, $907.646; loan to university, $120.000; total expenditure in past four years, $3,678,578; balance to the credit of capital account on November 1, 1909, after accounting for all expenditure under this heading, $45.902. The estimates called for a further capital expenditure on account of buildings of $1,355,000; bridges. $147.000; telephones, $660.000; permanent local improvements, $100,000, making in all a total of $2,262,000. During the coming year the estimate for buildings and bridges amounted to $1,600,000. There was an outstanding liability on account of telephone construction in round figures of $978.000.

During the four years the present Government had been in power, said Mr. Calder, they had carried on all the ordinary work of the Government out of current revenue, and for the reasons stated they expected at the end of the present fiscal year to carry a balance of $110.000.

* *

IMMIGRATION INCREASED IN 1909.

In the period between April 1 and the end of November, 150,256 immigrants entered Canada, according to a statement issued by Mr. W. D. Scott, Superintendent of Immigration. This is a big increase over the immigration in the same season in 1908. which amounted to 116,596. The increase is 29 per cent. The immigration by way of ocean ports was 78,268, an increase of 6 per cent. The number of immigrants from the United States was 71,988, an increase of 68 per cent.

* *

EMIGRATION HANDBOOKS IN WELSH.

In addition to a handbook for emigrants which the Canadian Government is publishing in Welsh, the Canadian Pacific Railway and the Allan Line are bringing out pamphlets in that language. These are the first publications of the kind to be printed in Welsh, and they will no doubt have great effect in bringing about more emigration to Canada from the Principality. The Welsh, who make excellent settlers, owing to their hardihood, now emigrate in numbers to the United States, through ignorance of the opportunities which await them in Canada. The handbooks which will now reach them should alter that state of affairs.

"FESTIVAL OF EMPIRE."

Further Arrangements for the Great Pageant.

From the arrangements which are rapidly taking form, it will be seen that on the occasion of the Festival of Empire, which will be held in May, June, and July next, the Crystal Palace will embody in its various courts a system of visual instruction concerning the Empire of to-day; just as it is intended that the Pageant in connection with it shall instruct in the history of London of the past, and show its gradual growth and importance.

The arrangements and dignified decoration of the interior of the Palace will receive particular attention. The collection of statuary, much of which consists of replicas taken direct from originals at the Louvre and the Vatican, the latter being presented by the then Pope to Queen Victoria for the great Exhibition of 1851, is being arranged and catalogued in accordance with the advice of Sir George Frampton, R.A., and will be so disposed down the long nave of the Palace as to give a beautiful effect with the aid of purple hangings, gilded pillars, and masses of foliage.

From each side of this central nave will open the courts set aside for the pictorial representation of the Over-seas Dominions. Details of the general scheme, which it is proposed shall be followed by Canada, Australia, New Zealand, South Africa as a whole, Newfoundland and the Crown Colonies, will be under the supervision of the representatives in London in each of these counties, under the presidency of Lord Strathcona.

There is also an arrangement by which lectures will be given daily, free of charge, by well-known lecturers, in the large concert hall, on the history and growth of the Over-seas dominions.

In addition there will be weekly speeches in the Central Hall, at mass meetings, by leading statesmen, on the broad subject of the Empire, entirely apart from party politics.

Once a week, too, in the great central dome, will be held an Empire concert. The chairman of this committee is the Earl of Shaftesbury, and it is intended, briefly, that the order of the concerts shall be somewhat as follows:—During the first week will be held a concert for which both music and musicians will be drawn from all parts of the Empire, conducted by one of our great English musicians. The next week both music and musicians will be drawn from Canada. The next week music and musicians will be drawn from Australia. the next from New Zealand, and so on, over the six weeks of the Festival. The Festival will end with another concert, in which all countries join together.

Another aspect of the Festival which will bring together the work of artists of the different Over-seas Dominions, will be found in the collection of the paintings by representative living artists of each country. Under the advice of Lord Dillon, negotiations are proceeding by which it is hoped that there may be a loan exhibition of historical British events.

And this leads naturally to the central event of the Festival, the pageant of London's history. The number of the scenes being too many to present fittingly in the course of one afternoon or evening, it is proposed to arrange them in a cycle of three series, after the Wagnerian method. In this way eight scenes will be presented daily, alternately on afternoons and evenings, as follows:—

Part I., on Monday evenings and Thursday afternoons.

Part II., on Tuesday afternoons and Friday evenings.

Part III., on Wednesday evenings and Saturday afternoons.

In case of wet weather the Pageant will be held in the Palace itself. The visitors from Over-seas who are taking part in the Festival and Pageant as official delegates are being chosen by committees selected by the Governors-General, and every effort will be made to make their stay a pleasant one.

COAL MINING IN SASKATCHEWAN.

THE HEAD OF THE SHAFT OF THE MANITOBA AND SASKATCHEWAN COAL MINING CO., BIENFAIT.

ROUGHING IT IN BRITISH COLUMBIA.

How a Young Man from the Old Country "Made Good" in Four Months.

THE following is the letter of a young emigrant from England who only arrived in British Columbia at the end of last July, and after a period of lightly-borne hardships has already won through, and is now on the road to success. We publish it for a three-fold reason. First of all the young writer's experiences are interesting in themselves; secondly, the intending emigrant will learn from them what are the best qualifications for succeeding in the new country—namely, a love of adventure, a capacity for any, even the roughest, work, "grit," and high spirits, with nil desperandum as one's motto—and thirdly, the letter is an unconscious revelation of the optimism which Canada engenders in her adopted children. It should be added that the writer—a public school boy—had undergone two years of training for life in Canada before leaving England, his probation including some months on a farm, learning the management of horses, and serving a year's apprenticeship to a builder. Thus he started with an outfit of experience which was bound to stand him in good stead in his new home:—

My dear ——. It seems a long time since you saw me off at Euston on that moist and muggy morning in mid-July, and I have had some strange experiences in the interval, but I can truly say I have enjoyed them all. It was a sad sight to see all the mothers crying and sobbing as we steamed off from Liverpool. How I should hate to have anybody blub over me. Jolly rotten send off, isn't it?

After a rough but delightful voyage and a comfortable train journey—Colonist car (i.e., third-class) is good enough for anyone—I arrived in Vancouver on July 29—only 13 days from London, and I had stopped for a day at Winnipeg and another at Regina.

I made all sorts and conditions of friends on board, and in the train. One chap, a Scotsman, with whom I travelled as far as Regina, made me an offer of 30 dollars a month, all found, on his farm, but I had booked through to Vancouver, and British Columbia was what I wanted. However, I was very nearly taking over a homestead close to him—a man had broken a few acres on it and then left. The law is that you must live on a homestead for six months in the year, or run the risk of losing it, so I filed a cancellation against his land, but unfortunately some one had done this before me.

Two days after reaching Vancouver I got my first job—as axeman on a survey party at a dollar and a-half a day, with dinner thrown in. If only I had some previous experience I could have got double the money, but the boss found me out at once. He asked me to cut a couple of pickets, and, of course, that floored me. It was hard work at first cutting down timber and thick bush all day, but I soon got into the swing and liked it. Once I struck a hornet's nest. By Jove, they did sting. That billet only lasted five days, however, and then I got a job gardening and digging trenches for two dollars a day, with dinner and tea. At the end of my first week I had earned nearly the equivalent of 40s., and my expenses only came to 15s.

On my first Sunday I wandered out to Stanley Park—a most beautiful spot—and lay there, with the bush behind me, looking out into the bay with the Pacific beyond, smoking my pipe in deep contentment, and contrasting my happy lot with that of the average British clerk. It was my nineteenth birthday, and I did feel happy, for right from the start I was glad I had come. There seems to be a most pleasing atmosphere over here, everybody being on the same level. What strikes you as strange after the Old Country is the independence of the people. There is no real poverty here, and everybody who doesn't drink seems to have capital behind him.

My next job was on the construction of the new Minoru racecourse on Lulu Island—digging, etc., at $2.50 (10s. 6d.) a day, Sundays included. I could not have chosen a more fit place to rough it in, for they were a tough crowd—200 in all. An old, experienced hand—a "ditch-mate" of mine—told me it was the the worst camp he had ever struck. It was a new side of life for me and I enjoyed it; but the bunk-house, where we slept, was a bit too much even for me, and after one sleepless night I gathered up my belongings—an overcoat and a toothbrush—and took refuge in a horse-box, where, for the rest of the time, I spent my nights very comfortably on a bed of straw.

How would you like to do without your bath, and sleep in your trousers and in the same vest and shirt you had worked and sweated in? Don't think I grumbled. I tell you frankly I liked the novelty of the thing. It was a great experience.

In a fortnight the racecourse was finished, and I had a try at the fishing canneries—packing salmon into tins at 25 cents an hour I worked at a sort of counter between a Chink (that is a Chinaman) and a little Jap woman with her baby strapped on her back. It was most quaint, but the work is irregular, depending on the catch. Sometimes you can get seventeen hours' work a day, and at other times perhaps only one hour.

After a bit I went over to the Island and had a look round, and then got a job up Wilson Creek, loading scows with gravel from the seashore. That, too, was an interesting experience, but in a fortnight only three scows came in, and at last all the workmen—there were sixteen of us—decided to quit. On the fortnight I only cleared 85 cents after paying for my board, but any way we had a jolly fine time, boating, swimming, and salmon-fishing, with splendid weather, glorious scenery, and as much good food as we could eat. I had been feeling rather queer through a nasty cut over the head with a shovel which I got from one of the Lulu Island outfit, but that holiday put me all right, and I came away feeling fitter than ever.

I tried my hand at several things after that. For some days I was down at New Westminster, digging trenches in the road for the city's drain pipes. The rain put an end to that job. Once I was "longshoreman" for a couple of days, and earned $7 unloading sugar from a Java steamer. The stuff was in 300 lb. bags, and handling them was, I think, the hardest work I have struck yet

It was now October, and the rain had fairly set in. This made me anxious about getting employment to carry me through till spring, when I had planned to go homesteading with a chum. Besides, if roughing it has its pleasant side—it knocks one into shape anyway, and you meet all kinds of interesting individuals who have led the strangest of lives—I suppose too much of it tends to unsettle one. So I began to think of getting more regular work, and was hesitating between shipping as a steward on a Pacific liner for the winter, and making my way to Prince Rupert or Los Angeles—I knew regular work was to be had at both places—when I was offered a job for the winter on a fruit farm in the Okanagan and there I am now.

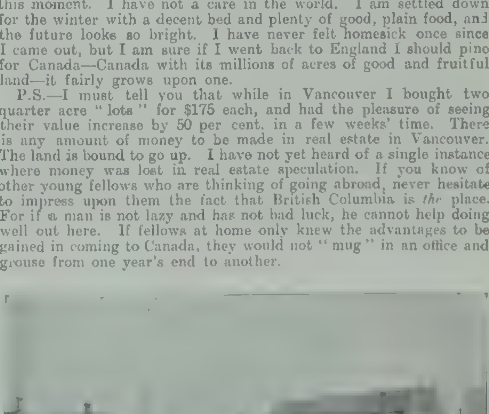
This place suits me down to the ground. I am getting $25 a month with board, the climate is glorious and the country is lovely. I am learning a lot, the work is pleasant, and I enjoy it as I never enjoyed work before. This week we have been clearing 7½ acres of ground to plant apples in the coming spring. We work ten hours a day, beginning at six o'clock. There is a large stable to be put up—my building experience comes in handy here—a fence to make, long ditches to be dug, and all kinds of odd jobs besides, so there is plenty to do. For recreation I can have a saddle horse out at any time, and I often have a little driving. What Mr. N. taught me relating to horses has been invaluable to me here.

The Okanagan Valley has a great future, and land is going up in price everywhere. This place where we are has only been opened up within the last three or four years, and already some of the land is valued at $1,000 and $1,500 an acre. I have given up my idea of rambling about the world for the present and mean to stay here, make a competence, and do the rambling later on. After gaining experience I will start fruit-farming on my own, buying 10 acres for $400 down and the rest in five years. With 10 acres of orchard one ought to make a handsome living. I have my eye on a promising piece of land now. But I will get expert opinion before buying. You cannot be too careful. Fruit farming in British Columbia is certainly going to be one of the biggest industries in Canada. Land here is being taken up very rapidly, and one hears the crash of trees falling and the "boom" of blasting everywhere.

Money can hardly be lost in buying land in Canada. Have you ever figured out for yourself what a wonderful place Canada is, and what its future will be? There are thousands of square miles of splendid land waiting for settlers. It would take centuries to overpopulate Canada, even with people pouring in as they are now—thousands a week from the States and Europe. You cannot appreciate these facts until you have been over here.

There is something very melancholy about a fire. This afternoon I was working by myself. About 4.30 it gets dark, and I had piled a huge fire of rubbish, which was blazing and spitting out sparks. I sat down to rest for awhile—mountains all around, and I could hear the coyotes in the distance barking like dogs—and I began to think about different things. I felt truly grateful that I came to Canada, for if I had stayed in the Old Country I should have missed a great deal. What a miseralble life the average man does really have over there, confined to one country, and in some cases to one county. I don't believe there is in all Canada a happier beggar than I am at this moment. I have not a care in the world. I am settled down for the winter with a decent bed and plenty of good, plain food, and the future looks so bright. I have never felt homesick once since I came out, but I am sure if I went back to England I should pine for Canada—Canada with its millions of acres of good and fruitful land—it fairly grows upon one.

P.S.—I must tell you that while in Vancouver I bought two quarter acre "lots" for $175 each, and had the pleasure of seeing their value increase by 50 per cent. in a few weeks' time. There is any amount of money to be made in real estate in Vancouver. The land is bound to go up. I have not yet heard of a single instance where money was lost in real estate speculation. If you know of other young fellows who are thinking of going abroad, never hesitate to impress upon them the fact that British Columbia is *the* place. For if a man is not lazy and has not bad luck, he cannot help doing well out here. If fellows at home only knew the advantages to be gained in coming to Canada, they would not "mug" in an office and grouse from one year's end to another.



DIGGING TRENCHES FOR DRAIN PIPES.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

The Prince of Wales, as Grand Prior of the Order of the Hospital of St. John of Jerusalem in England, has approved of the recommendation of the Chapter-General that Mr. Harold Boulton, M.V.O., be appointed Honorary Organising Commissioner of the Ambulance Department (St. John's Ambulance Association) for Canada.

* *

Lady Sybil Grey, who is at present in England, is not expected in Canada until the middle of January.

* *

Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, has returned from a visit to Paris, and is staying at the Savoy Hotel.

* *

Sir Wilfrid Laurier has received an invitation from the Colonial Office to accompany the Prince of Wales to South Africa when his Royal Highness visits that colony next summer. Other Colonial Premiers will be invited to accompany or meet the Prince. Sir Wilfrid Laurier is said to be anxious to accept the invitation, in the belief that much good might result from such a meeting, and it is probable that he will make the journey, though much depends upon the condition of his health.

* *

Lord Strathcona is adding another to his many residences, which, in England, Scotland, and Canada, seem to outnumber those of any other peer. His new residence is "The Priory," in the little island of Oransay, which, with the neighbouring island of Colonsay, in the Inner Hebrides, he bought some years ago. "The Priory" is, in a sense, an old residence, but Lord Strathcona is restoring it, with a view to occupation. He has already restored and enlarged Colonsay House, as well as rebuilt Invercoe House, on the Argyllshire mainland.

* *

Dr. Leslie Coleman, formerly of Toronto, now State Mycologist in the Province of Mysore, India, in the employ of the British Government, has recently achieved prominence in connection for his good work in the extermination of insect pests in India. He is a graduate of Toronto University, and while still enrolled there as a student he received his appointment from the British Government. After graduation he served as assistant in physics at the University for one year, then left for Washington, D.C., to continue his studies. Leaving there he went to Germany, where he studied in the Berlin and Göttingen Universities. He received his doctor's degree from the former university. From Berlin he went to India.

* *

Miss Brenda Taylor, daughter of Mr. F. W. Taylor, London manager of the Bank of Montreal, is the guest of Mrs. H. Vincent Meredith, of Montreal.

* *

Mr. and Mrs. F. Williams Taylor entertained at dinner on New Year's Eve at their residence in Hans Court, Sir Thomas Shaughnessy and the Misses Shaughnessy, Mr. and Mrs. Hugh Allan, Mrs. Charles Labelle, Sir Albert Seymour, and Mr. Frederick Meredith. After dinner, the party visited a theatre, and were afterwards entertained at supper at the Savoy Hotel by Sir Thomas Shaughnessy, Mr. and Mrs. Archer joining the party.

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Among the arrivals at Southampton on the *Oceanic* was Mr. A. W. Atwater, K.C., a former Provincial Treasurer for Quebec.

* *

Mr. and Mrs. John W. Molson, of Montreal, were among the arrivals on the *Celtic* at Liverpool.

Numerous friends and relatives of Mr. and Mrs. Richard White, of Montreal, joined recently in a quiet celebration of the fiftieth anniversary of their wedding. Besides being one of the best known business men of Montreal, Mr. White has behind him a record of more than fifty years' connection with Canadian journalism. He has owned several newspapers, and is now a part owner of the *Montreal Gazette*.

* *

Miss Bertha Rattenbury, of Charlottetown, P.E.I., recently received a silver medal and $2,000 as a reward from the Carnegie Hero Fund Commission for her bravery in saving, at the risk of her life, a young woman from drowning in Charlottetown harbour. The deed aroused considerable attention and admiration. The $2,000 is to be expended upon Miss Rattenbury's education.

MISS BERTHA RATTENBURY.
(Who has been awarded the Carnegie Medal for bravery.)

The marriage has been quietly celebrated in Toronto of Mr. J. Vincent Nutter and Miss Elizabeth Anderson. After a short honeymoon in New York and Chicago, Mr. and Mrs Nutter arrived in Winnipeg, and are occupying the residence of Mr. W. C. Russell, Crescentwood, Fort Rouge, for the remaining winter months.

* *

Mr. George H. Ham, of the publicity department of the Canadian Pacific Railway, who has for several weeks been confined to his house by illness, is now convalescent.

* *

Mr. J. Obed Smith, Assistant Superintendent of Canadian Immigration, has been appointed a Fellow of the Royal Geographical Society. He has also been made a Commissioner to administer oaths and to take and receive affidavits, declarations and affirmations throughout Canada for use in the Courts of all the provinces of Canada respectively.

* *

Mr. Geary, lately, one of the Controllers of the City, has been elected Mayor of Toronto.

* *

Major T. S. Hetherington, president of the Quebec Board of Trade, has been spending Christmas with Lieut.-Colonel and Mrs Ashmead at Bristol.

Miss Agnes Deans Cameron reached London last week to enter upon a four months' engagement with the *Daily Mail* to write on Canadian affairs. In addition, Miss Cameron will lecture upon the Dominion

* *

Sir Montagu and Lady Allan have vacated "Woodhall," Hatfield, owing to the return of Mr. and Mrs. Orr Lewis, and are now spending a few weeks in Switzerland

* *

Mr. Frederick Meredith has arrived in London from Montreal, and is now residing at 44, Clarges Street.

* *

Mrs. Strangman, of Montreal, has returned to London after a brief stay on the Continent.

* *

Mr. Fred. C. Salter, General Traffic Agent of the Grand Trunk railway in Europe, who has been making a tour of Canada, writes that he has had an interesting trip on the Grand Trunk Pacific railway as far as Edmonton, then making a southward digression to California, whence he travelled to Prince Rupert. He expects to be in London by the end of January or early in February.

* *

The Welsh Ladies' Choir, which has made such a successful tour in Canada, returned home on the *Tunisian* last week.

* *

The Executive Council of the Strathcona Trust, for the encouragement of physical and military training in the public schools, has announced the prize winners for the six best essays on "the best method of introducing and developing a general system of physical and military training in the public schools throughout the Dominion upon the principles set forth in the rules of the Strathcona Trust." The winners are:—1st prize, $250, Mr. G. M. Huggins, Principal of the Richmond School, Halifax, N.S.; 2nd prize, $150, Miss Lilian Davy, 39, Sussex Street, Toronto; 3rd, $100, Lieut. C. K. Flint, teacher of physical culture, Edmonton; 4th, $75, Mr. J. H. Putman, English master, Normal School, Ottawa; 5th, $50, Mr. J. J. McCarthy McLean, Saskatchewan; 6th $25, Mr. S. A. Morton, Principal of the Halifax Academy.

* *

At a recent meeting of the Council of the Royal Colonial Institute, the following Canadians were elected Fellows of the Institute:—Messrs. James A. M. Aikins, K.C. (Manitoba), Frederic G. B. Allan (Ontario), Major William Beale (British Columbia), Messrs. C. Napier Bell (Manitoba), Ninian G. Boggs (Saskatchewan), Frederick Buscombe (British Columbia), George H. Campbell (Ontario), Robert Cassidy, K.C. (British Columbia), the Very Rev. George F. Combes, D.D. (Dean of Rupertsland), the Hon. F. L. Carter-Cotton, M.E.C. (British Columbia), Mr. John W. Dafoe (Manitoba), the Hon. David M. Eberts, K.C., M.L.A. (British Columbia), Messrs. William Sanford Evans (Manitoba), Howson R. Foulger (Alberta), Julius H. Griffith (British Columbia) his Honour Chief Justice H. M. Howell (Manitoba), Major Hibbert D. Hulme (British Columbia), Messrs. Charles G. Johnson (British Columbia), Charles H. Lugrin, barrister-at-law (British Columbia), the Hon. Mr. Justice D. A. Macdonald (Manitoba), Mr. A. Williams McCurdy (British Columbia), his Honour Sir Daniel H. McMillan, K.C.M.G. (Lieut.-Governor of Manitoba), Messrs. J. A. Mara (British Columbia), Richd. Marpole (British Columbia), the Hon. Mr. Justice T. G. Mathers (Manitoba), Messrs. R Lancelot Netherby (British Columbia), W. Cameron Nichol (British Columbia), Richmond M. Palmer (British Columbia), George L. Peet (Alberta), Charles J. Peter (British Columbia), Charles W. Peterson (Alberta), Isaac Pitbladoe, K.C. (Manitoba), Charles E. Pooley, K.C. (British Columbia), Edward M. Robinson (Manitoba), Reginald A. Rumsey (Manitoba), George H. Stewart (Manitoba), J. Stewart Tupper, K.C. (Manitoba), Thomas D. Veitch (British Columbia), H. E. Harcourt Vernon (Ontario), Byron E. Walker, C.V.O., LL.D., D.C.L. (Ontario), Charles H. Wilkinson (British Columbia), Herbert G. N. Wilkinson (British Columbia), R. Evans Young (Ottawa). Mrs. W. Sanford Evans, wife of the Mayor of Winnipeg, and Mrs. Harcourt Vernon were elected Associates. The total membership of the Institute in 1909 was 389, compared with 279 in the previous year.

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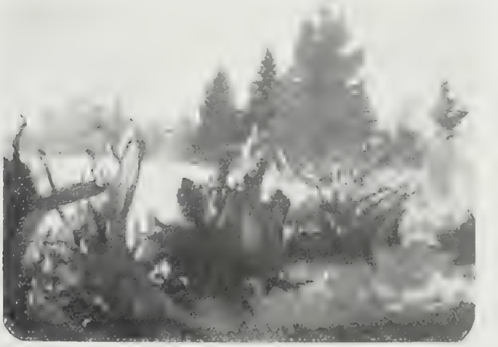
OUR PRIZE WINNER'S TOUR: My First Thousand Miles in Canada.

BY WILLIAM BLAYNAY.

FOR the purpose of this article I am taking Montreal as the starting-place, although, strictly speaking, my journey through Canada began at the Straits of Belle Isle.

"All ab-o-o-ord!" yelled the conductor of the Grand Trunk "International, Limited" known in the railway world as "Train No. 1"—and almost simultaneously the locomotive bell commenced clanging a warning to anyone who might be crossing the railway track. Slowly the great train drew out of Bonaventure Station, snorted through long avenues of freight cars, and then gradually settled down to the serious business of maintaining the splendid record of the Grand Trunk Railway for fast trains between Montreal and Chicago, a distance of 840 miles, the whole length being laid with a double track, which is the longest double-tracked line on the American continent. We left Montreal at 9 a.m., and reached Toronto, 334 miles distant, at 4.30 p.m., strictly on time. Luxuriously appointed trains keep up good, rapid, and frequent communication between Montreal and Toronto on the Grand Trunk system, and the C.P.R. line between these the two largest—cities of the Dominion provides the traveller with an alternative route.



A STUMP FENCE.

From a painting by C. W. Jeffreys, O.S.A , President Graphic Arts Club, Toronto.

All that the heart of the passenger could possibly and reasonably wish for to make his journey comfortable and pleasant is provided on the "International, Limited." The train is made up of baggage, mail, first-class, and Pullman cars, a dining-car, and a parlour café-car. In the latter is a well-stocked library for the free use of passengers. An attendant carrying newspapers, magazines, books, cigars, cigarettes, "candy," and fruit for sale passes frequently through the train from end to end. Uniformed porters attend to the ventilation and cleanliness of the cars, and perform all the requisite duties in connection with the sleeping accommodation. Meals are well served and well cooked, and a most ample menu is provided.

The first stop is made at Cornwall, sixty-seven miles from Montreal. This city has a population of upwards of 10,000, 2,000 of whom are employed in two large cotton mills. It was founded 125 years ago, the original settlers being discharged soldiers of two British regiments serving at that time on the American continent, and has long been a town of some importance. Forty-six miles farther on, the "International, Limited," makes a brief stay at Prescott, a town of about 4,000 people. Here lie the mortal remains of Barbara Heck, the founder of Methodism in America. The next stop is made at Brockville, named in honour of Sir Isaac Brock. Its present population is not far short of 10,000. The city is of some historic consequence, and saw considerable fighting in the war of 1812, but in these more prosaic times the manufacture of cheese has brought it into significant prominence.

At this point we reach the celebrated region of the St. Lawrence known as the Thousand Islands, where the tourist may spend a most delightful holiday. Steamers, threading their way through an intricate mass of channels from one wharf to another, ply between the different islands. Forty-eight miles from Brockville is the city of Kingston. It has a population of 18,000, and was founded as long ago as 1672 by Frontenac. For many years it has been a "garrison town," the Royal Military College and Fort Henry being objects of special interest.

Another forty-eight miles brings us to Belleville, a city of 12,000 people. It is beautifully situated on the Bay of Quinte, and has long been a popular summer resort. Limestone quarries near the city supply all parts of the Dominion with excellent building stone. Our next step is at Cobourg. This town has a population of 5,000, many of whom are employed in the well-known Crossen Car Works. Seven miles farther on a brief stay is made at the pretty town of Port Hope, which also has a population of 5,000, besides an excellent harbour This is the last stop before reaching Toronto, sixty-three miles away, although in the intervening distance there are three or four flourishing little towns of some commercial importance.

As we draw near Toronto the train slackens its speed pretty considerably, and after crossing a succession of open streets, amid the loud and vigorous clanging of the locomotive bell, runs slowly into Union Station, the depôt for the G.T.R., the C.P.R., and the C.N.R., and the busiest, liveliest, most crowded station in all Canada. For me, the "Flight of the 'International, Limited, terminated at Toronto, but after a stop of ten minutes the train resumed its journey towards Chicago at 4.40 p.m., and reached its destination next morning at 7.42.

My first excursion out of Toronto was to Guelph, a clean, well built, and excellently planned city of 15,000 inhabitants, forty-eight miles almost due west from the "Queen City." Between Toronto and Guelph, on the G.T.R., there are two small towns of some importance; Brampton, with its flour mill and boot factory, and Georgetown, famous for its two paper-mills. In addition, there are many pretty villages with wide streets, concrete sidewalks, and a wealth of trees. Perhaps in no other town or city of Canada is municipal ownership so fully developed as in Guelph. The city owns and operates its gas and electric lighting works, its street railway, and its waterworks, and also owns the branch of the C.P.R. running into the city. The most notable institution in Guelph is the Ontario Agricultural College, which, with the Macdonald Institute, devoted to domestic science, occupies an extensive and prominent site on rising ground to the south of the city. Here, annually more than a thousand students grapple with the practical and theoretical intricacies of a modern agricultural training, whilst thousands of farmers, some of them from many miles distant, visit the college during the year, seeking advice on matters agricultural, or satisfying a lively curiosity. The main business thoroughfare of Guelph runs north and south, and about the middle of its length widens out into a great open space, in the centre of which is a small garden and a fountain. Here are located the principal banks and hotels, and a handsome post office.

Between Toronto and Guelph, and in other parts of Ontario also, many of the fences are made by piling up the roots of felled trees "grubbed" from the ground in long, substantial rows. When travelling by train through this part of Ontario, and watching the different vistas as they flit by, time after time, bits of scenery strike one as being typically English; it is often even difficult to imagine that one is not travelling in rural England. Away in the distance is a tall church spire appearing above the trees and houses of a little village, and all around are fields of waving grain, and pastures where horses and cattle are lazily grazing, with perhaps a pretty little stream running its winding course towards some river. Here and there stands a well-built, comfortable farmhouse, with its barns and orchard and sheltering grove of trees.

Niagara Falls, taking in Hamilton on the way, was the objective of my second excursion from Toronto. The run on the G.T.R. to Hamilton—which rejoices in the sobriquet of the "Ambitious City"—a distance of 38½ miles, takes exactly one hour. No more picturesque ride could be desired than this. Here a thriving village, there a bit of charming woodland scenery; next a glimpse of Lake Ontario, then an orchard of well-laden fruit trees, and afterwards a big field of strawberries or tomatoes, followed by green pasture-land and the inevitable brook or river; the whole interspersed with fields of ripening grain or well-cared-for root-crops. Such was this beautiful country as I saw it in the middle of August.

(To be continued.)

(Photographs illustrating Mr. Blaynay's tour will be found on our middle page.)

SIR J. DICKSON-POYNDER ON CANADA.

Sir John Dickson-Poynder, M.P., who, with Lord Balfour of Burleigh and Sir Daniel Morris formed a Commission which visited Canada recently to arrange for better trade relations between Canada and the West Indies, had much to say regarding the prosperity of the Dominion in the course of an interview with a representative of the *Daily Chronicle*.

"I can say (he said) that we found a great desire on the part of the Canadians to do an increased trade with the West Indies. There are many things which the West Indian Islands produce which Canada requires, and there are many things which the West Indies want which are produced in other countries. Already the preference which Canada gives to the West Indies has led to a large trade being done, to the great benefit of the sugar growers.

"Speaking of Canada as a whole, I found signs of enormous progress and improvement everywhere. Things are well on the move. Within a few years there will be three main trunk lines across Canada from the Atlantic to the Pacific. All this will mean an enormous development of agriculture, and the settlement of millions of people in the Far West in the future. All three lines will run across a district which is capable of great development."

Details of Sir Thomas Shaughnessy's scheme of ready-made farms for British emigrants will be given by Mr. C. W. Petersen in the course of his address to the Royal Colonial Institute at the Whitehall Rooms, Hotel Metropole, on Tuesday, January 11. The title of the address is "Irrigation as Applied to Agriculture," a subject on which Mr. Petersen is particularly qualified to speak, as he is the manager of the largest irrigation project on the American continent, the 3,000,000 acre block of land reclaimed by the Canadian Pacific Railway between Medicine Hat and Calgary. Some of the leading experts of irrigation and colonization in other countries, such as Sir William Willcocks, have been invited to speak, and the interest in Sir Thomas Shaughnessy's scheme is sure to draw many visitors The address will be illustrated by limelight views, and Sir Thomas Shaughnessy himself will take the chair

AMONG THE THOUSAND ISLANDS.

Photo by] PRINCESS STREET, KINGSTON. [illegible]

Photo by] THE PICTURESQUENESS OF ONTARIO: A SUMMER RESORT. [*J. Fairbairn Scott.*

Our Prize W

THE FIRST T

Photo by] KING

WOODLAND PA

er's Tour:

SAND MILES

TO. Valentine & Sons

THE AGRICULTURAL COLLEGE AT GUELPH.

THE GRAND TRUNK RAILWAY FREIGHT TERMINUS AT MONTREAL.

R TORONTO.

Photo by] KING STREET, COBOURG. [illegible]

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—All the retiring officers of the Board of Trade have been re-elected by acclamation for the ensuing year, the principal appointments being: President, Mr. Peter Whelen; First Vice-president, Mr. D. M. Finnie; Second Vice-president, Mr. J. R. Booth; Treasurer, Mr. John R. Reid.

—Mr. J. A. Ellis, ex-Mayor and City Treasurer, and a lead-Conservative, has announced that he will be a candidate for the seat left vacant by Sir Wilfrid Laurier's determination to sit for Quebec East. In a statement issued recently he attacks the Government's plan for a Canadian navy, favouring rather direct contribution to Britain. A Liberal candidate has not yet been decided upon.

—The property at the corner of Sparks and Bank Streets, now occupied by the Crown Hotel, with other land and buildings right through to Wellington Street, has just been sold for $150,000 to Mr. Allan Keefer, architect, of the firm of Messrs. Weeks and Keefer, and Mr. J. P. Shaver, of the firm of Messrs. Ketchum and Co. The new owners will build a seven-storey hotel, containing from 200 to 300 rooms, at a cost of nearly $1,000,000

Toronto.—The Childs Syndicate, controlling the famous chain of Childs restaurants in the leading cities of the United States, has invaded Toronto, having taken a ground floor in the new Kent Buildings in Yonge Street. The rent will be $20,000 a year for ten years and $21,000 a year for the succeeding decade.

The annexation by the city of the "Midway" and the strip of land between the former town of East Toronto and Scarborough township has taken place. The annexation gives the city an additional area of 1,100 acres and an added population of 4,464. The total assessment of the section known as the "Midway" is $1,147,952, and the assessment of the strip on the east of the former East Toronto $236,975. The assessment is to remain for five years at the present rate of the township of York.

——Dr. Falconer, President of the University of Toronto, at the annual banquet of the Western Club of the University, stated that a fully-equipped post-graduate school would soon be established in connection with Toronto University.

Kingston.—The new observatory at Queen's University, which is fully equipped with clock, equatorial and transit room, and the usual revolving steel dome, is nearly complete.

Perth.—Ruling prices at the annual Christmas Poultry Fair were 18 to 22 cents per lb. for turkeys, 12 to 13 cents per lb. for geese, and 15 to 16 cents per lb. for chickens. About 15 tons of poultry were sold.

Port Arthur.—The City Council and Industrial Committee have made an agreement with the Canadian Linen and Paper Company, by which the latter will establish a manufactory here for making linen and paper from flax. The company gets a fifty-acre site free, but no bonus except tax exemption. It is to start in May next the erection of a plant to cost $50,000. The company will spend $250,000 in five years and employ at least 150 men 270 days a year. The deed of the site reverts to the city if the company does not carry out its contract.

Guelph.—The Ontario Provincial Winter Fair was formally opened here by the Minister of Agriculture.

Bowmanville.—At a recent meeting of the Canadian Club, Mr. C. C. James, Deputy Minister of Agriculture, delivered a very interesting and instructive address on "The Early Settlement of Ontario."

Cochrane.—A proclamation has been issued incorporating the northern community of Cochrane as a town. Incorporation took effect on New Year's Day, while nominations for the first Municipal Council were held on January 3. The first meeting of the Town Council takes place on January 15.

QUEBEC PROVINCE.

Quebec. The Provincial Government of Quebec have prepared a scheme whereby it is hoped to conserve the forest resources of the Province, in consequence of the growing danger of a timber shortage. The details of this scheme have not yet been made public, for the Government are awaiting reports from two experts sent to study European forestry systems before finally approving their plan. Pending this decision, however, arrangements are being made for a regulation of the flow of water in the rivers and streams of Quebec, so as to prevent waste both from floods and drought.

—Mr. W. B. Chamberlain, a nephew of the Right Hon. Joseph Chamberlain, who has been on a hunting expedition at Lake Edward, brought down a fine bull moose with a spread of antlers of 72in.

—All the accessible wood-pulp limits along the Lower St. Lawrence River are gradually passing into the hands of American capitalists. There is every appearance of great activity during the present winter in lumbering operations on the limits held for pulp-wood production, causing quite a demand for horses suitable for the lumber camps. No less than a hundred carloads of such horses have already been taken into the woods along the line of the Quebec and Lake St. John Railway.

The Hon. L. A. Taschereau, Minister of Public Works for the Province, has announced that an order was recently given to Mr. A. Laliberte, of Montreal, for the construction of two large statues for the entrance of the House of Parliament at Quebec. These statues will cost $6,000.

A new Roman Catholic diocese is to be formed on the Lower St. Lawrence, comprising Gaspé and vicinity.

Montreal.—The Hon. L. A. Taschereau, Provincial Minister of Public Works, speaking at a banquet at which he was entertained by the Reform Club, announced that the Government intended to increase the grant for educational purposes within two years to a million dollars a year.

——At a recent meeting of the directors of the Montreal Industrial Exhibition Company it was resolved to urge upon the City Council the desirability of voting the grant of $10,000 which was promised some time ago, but deferred pending the completion of the organisation of the association. The directors declared they were now waiting for the city to place at their disposal the said sum, which would be an assurance on the part of the city that an exposition was desired.

—The annual meeting of the Women's National Immigration Society was held recently. The report showed that 270 immigrants passed through the home, of whom 167 remained in Montreal and the province of Quebec, 80 went to Ontario, and 77 to the West. Seven parties were received from the British Women's Immigration Society, comprising 142 women and children.

——The new nationalist paper to be issued by Henri Bourassa and his followers is to be called *Le Devoir*, and will make its appearance some time this month. It will be an evening daily, with a weekly edition also, while *Le Nationalist* will continue as a Sunday paper.

——An office building, part of which may be equipped for use as a hotel, will be constructed early in the spring by the Canadian Pacific Railway on its property at the corner of St. James and St. François Xavier Streets, where the St. Lawrence Hall now stands.

—The question of the provision of college houses for McGill University in which the students may be comfortably housed is being discussed here. It is thought that a firmer and more enthusiastic college spirit would result if such provision were made.

St. Anne de Bellevue.—In his address before the members of the Pomological and Fruit-Growing Society of the Province of Quebec in the Macdonald College, the Hon. S. E. Fisher, Minister of Agriculture, referred to the indifference shown by farmers of this Province in the matter of fruit-growing. The industry was a profitable one, as had been shown by results wherever it has been attempted. Ready markets could be found for the fruit. Possibly the climate had something to do with it, but the speaker feared that the indifference of the people was chiefly to blame. There was no reason why hundreds of acres in the Province should not be stocked with apple trees.

Sherbrooke.—A special meeting of the shareholders of the Eastern Townships Agricultural Society was held for the purpose of considering the Board of Directors' recommendation that the Board be increased to twenty-five. Messrs. J. P. Rover and Joseph Codere, Sherbrooke, and Mr. E. V. Norton were elected to the directorate. It was also decided to elect ten commissioners from the various sections of the province to act with the directors.

——A by-law granting the Sherbrooke Street Railway a forty years' franchise has been approved by the City Council. The city will have the privilege of purchasing the property at the end of twenty years. The system will be extended as soon as power is developed.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

Mr. J. D. McCurdy, of the Canadian Aerodrome Company, made a remarkable flight at daybreak recently at the Bentinck Farm, Intervale. The machine took the air easily after travelling about 100 yards on the frozen ground. McCurdy gradually ascended until he was about 250ft. in the air. He circled the meadow four times at this elevation, covering eight miles in all. While the party were at Big Baddeck, witnessing the flight, the cottage of Mr. Paldwin (Mr. McCurdy's assistant) at Beinn Bhreagh was completely destroyed by fire. Many valuable scientific records were lost.

Mr. Edward A. Le Croix, a broker, of North Sydney, has been appointed French Consular Agent for Cape Breton Island.

The ninth Maritime Winter Fair closed recently at Amherst. Nova Scotia had nineteen exhibits of fruit, and won ten first prizes and seven seconds. New Brunswick had twenty exhibits, and won ten firsts, seven seconds, three thirds, and two fourths.

The executive of the Nova Scotia Fruit-growers' Association met at Kentville a short time ago and visited a number of farms in the vicinity to make a selection for the experimental station for horticulture.

The steamer *Halifax*, valued at $25,000, one of the Dartmouth ferry boats, has been destroyed by fire.

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The Halifax City Council has voted $2,500 for the memorial tower to be built to commemorate the inauguration of responsible government in Canada. The Nova Scotia Steel Company has sent $250 to the fund. The total subscriptions amount to $19,128.

The estimates of the Halifax School Board for the ensuing year amount to $165,050, less $18,650 Government grant and revenue of county academy, leaving a net amount of $146,400 to be raised. Last year the net amount was $144,200.

There were over 600 brace of pheasants on board the *Tunisian*, which arrived recently from Liverpool. They were Christmas gifts from Lord Strathcona to friends in Canada.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

At the annual meeting of the Board of Trade, held recently, Mr. T. H. Estabrooke was elected President of the Board for the coming year, and Mr. W. C. Cross Vice-president. Mr. Estabrooke, the new President, in accepting office, emphasised the necessity of the Board taking some action to procure better streets. Mr. Jas. Pender, one of the delegates from the local Board to the meeting of the Chambers of Commerce of the Empire, held recently in Sydney, Australia, gave an interesting account of his trip.

The outer portion of the new breakwater at Lorneville, being built for the Dominion Government, has slipped out about 20ft. from the rest of the pier, and settled 10ft. The engineer and contractor believe that the mud bottom must have slid out, carrying the pier with it. The breakwater was to cost $27,000, and $20,000 had been expended. The damage is $10,000 to $12,000. The contractor had expected to finish the work and hand it over to the Government in a short time.

Dr. James Hannay's "History of New Brunswick" has now been published. It is in two volumes, bound in buckram, and the price is $5. The work gives a history of the Province from the time of the first settlements by the French to the general provincial election in 1907.

THE LEFEBVRE MEMORIAL.

The first meeting of the committee from St. Joseph's University alumni, in connection with the erection of a statue to the memory of the late Father Lefebvre, was held recently in Moncton. Reports from various quarters showed that the proposal is meeting with hearty response, and encouraging subscriptions were announced from different branches of L'Assumption Society. The Lefebvre Memorial Hall was erected at a cost of $22,000, and the statue to complete the building is expected to cost about $8,000. It was decided to organise a monster pilgrimage in connection with the commemoration celebrations for next July.

The Provincial Department of Agriculture has opened a warehouse at Havana for the use of shippers from this Province, and Messrs. De Witt Bros., of St. John, have also opened a retail potato business in Havana of their own.

The sum of $29,356, the amount of increase for the month of November, 1909, at the local port, is the largest Customs revenue for that month ever collected, being $10,000 in excess of the former record month of November, 1907.

Messrs. Sinibaldi and Ogden Smith have received a rather curious specimen of the antlered race in a double antlered moose head. The animal was shot by E. Mullin at New River. While the antler spread is not large, it is a strange fact that, instead of having but one set of antlers, the animal was graced with two, one growing inside the other.

The Provincial Government is making arrangements to have a number of experienced farm labourers brought from the Old Country in April, for whom places will be secured before their arrival. The new comers will be chiefly from Scotland.

The increase in the money order branch of the postal service to England shows an increase of 25 per cent. over 1908, indicating that settlers from the Old Country have been doing well here.

The New Brunswick South African Veterans' Association has decided to affiliate with the South Africa Service Association, and will send delegates to the convention in Ottawa in February.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

The present deer-shooting season is over. From the hunter's point of view the season has not been a particularly successful one. On the first fall of snow, which occurred about the opening of the season, a hard crust formed, owing to the ensuing soft weather. Over this, again, several feet of snow have fallen in parts of the country, making the muskeg districts practically impassable, and rendering the passage of the hunter, owing to the crust, audible for half a mile away. The stillness of the weather, too, and the absence of wind, have been most favourable to the moose. Altogether it is doubtful whether 10 per cent. of the hunters who went out brought back trophies.

COSTLY FIRES.

One of the most spectacular and costly fires in the history of Winnipeg occurred when the six-storey warehouse of the Sterling Furniture Company was destroyed. The fire brigade was greatly handicapped by the cold. The loss is about $150,000. The dairy building at the Manitoba Agricultural College, a three-storey structure of white brick, was also recently destroyed by fire.

At the recent municipal elections, by-laws to raise $50,000 for public baths and gymnasia and $150,000 for underground conduits were endorsed by the ratepayers. The by law to raise $50,000 for an art gallery and museum in Central Park was defeated.

The local Legislature will be called for business the first week in February.

At the annual meeting of the Winnipeg Builders' Exchange it was decided to secure a central site and erect a fine structure to be known as the Builders' Exchange. This structure will not be erected until 1914, but it will be a fine one, costing $250,000. The incorporation of the Winnipeg Builders' Exchange has been advertised in the *Manitoba Gazette*, with a capital of $350,000. A joint stock company will be formed to take shares in the building and site, and the profits of the exchange for the next five years will be applied to the building fund. These profits, it was reported, are growing at a rapid rate.

THE GROWTH OF THE CITY.

In two recent weeks taxes paid into the City Treasurer have amounted to $1,250,000, or half of the amount levied this year. Half a million was paid in one day, and the city now has a surplus at the bank of $100,000.

Official figures of the shipment of grain during the past three months have been issued, showing a most remarkable increase over last year. The figures are: Wheat, total shipments, lake and rail, 35,157,572 bushels; oats, 7,093,680 bushels; barley, 1,327,593 bushels; flax, 1,351,557 bushels.

As the gathering point for much of the great trade that is growing up in the West, Winnipeg has figured largely in the growth of 1909. Bank clearing figures for the eleven months ending November 30, show a volume of bank business amounting to $675,171,910, as against $614,111.801 for the full twelve months of last year. For the same eleven months, the building permits taken out in Winnipeg foot up $9,152,500 or nearly four millions more than the total for 1908. In this connection, it is reported that Winnipeg architects have already drawn plans for more than $5,000,000 worth of new buildings for 1910, and have $2,000,000 worth of plans yet to develop. A report made by Controller R. D. Waugh—covering the year up to October 31—shows that $1,069,624 had been expended for local improvements during the ten months.

NEWS OF THE PROVINCE.

The seventh annual convention of the Manitoba Grain-growers' Association opened recently at Brandon with the biggest attendance on record, including 400 delegates from all parts of the prairie to the West. Referring particularly to the elevator question, which was being forced by the united opinion of the Western farmers to the attention of the various governments, Mr. McQuaig (the President) said that if the Dominion Government would not take up the matter of the operation of terminal elevators, it was altogether likely that the farmers themselves would go into that business before another year passed.

Plans have been adopted for the erection of a handsome four-storey brick hotel on the site of the present Brunswick Hotel on Tenth Street, Brandon. The new building will cost from $75,000 to $80,000, will contain eighty rooms, and will have a complete telephone service throughout.

The farmers in Brandon have already shipped ten million bushels of grain this season.

At the request of the Archbishop of Rupert's Land, Dr. Reeves, the Rural Dean of Brandon, has withdrawn his resignation. All differences have been arranged.

The Brandon City Engineer has issued a statement of the cost of the new bridge over the Assiniboine River, which is as follows: Total cost of bridge, $80.729; Canadian Pacific Railway's share, $14,172; Provincial Government grant, $25,000. Total cost to city, $41,557.

Mr. Bleau has been re-elected Mayor of St. Boniface by acclamation.

At the annual meeting of the Portage Industrial Exhibition Association the financial statement for the year was presented, and showed a surplus of over $22.000. The surplus of receipts over expenditures in 1908 was $402.17.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

The Saskatchewan Legislature has been formally prorogued by his Honour Lieutenant-Governor Forget, after a session extending over four weeks and three days. While in many respects the session was the least important so far held, a large amount of serious work has been done, and fifty-eight Bills which received the Royal assent form a substantial body of valuable legislation. Among the more important measures dealt with were acts for the protec-

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tion of public health, for workers in factories, a drainage Act, and an Act to guarantee Canadian Northern Railway and Grand Trunk Pacific securities.

At the sitting of the Legislature in Committee on the Factories Act, a clause was adopted fixing the legal working day for women to eight hours.

The Government has reduced its grant to schools 30 per cent., and to agricultural societies 25 per cent., this session.

The net result of the local option vote in the Province is the closing of three hotels in Moosomin and one in Milestone.

The Forestry Branch of the Department of the Interior has set aside the Moose Mountain reserve, which is adjacent to Carlisle, as a fish and game preserve.

At one of the most enthusiastic meetings ever held in the City Hall it was decided to organise a Popular Citizens' Publicity Club, with a view to carrying on an energetic campaign of advertising Regina's commercial and other advantages. It is proposed to raise a fund of from $25.000 to $30.000 to be expended on publicity, and to engage a high-salaried publicity man to conduct the campaign, which it is proposed to wage for the next two years.

At a recent meeting of the directors of the Regina Agricultural and Industrial Exhibition, plans and estimates were submitted for the proposed improvements to be carried out at the exhibition grounds in connection with the Dominion Fair of 1911. The improvements demand an expenditure of $93.000.

THE PROVINCIAL UNIVERSITY.

The chief item of business at the last meeting of the Board of Governors of the University of Saskatchewan was the consideration and acceptance of plans for the first new university buildings. The main building which it is proposed to erect will ultimately be a college of agriculture, but in the meantime the building will be used for both agriculture and arts. The dormitory it is proposed to erect will also be for the use of the students in agriculture and arts. The estimated cost of the main building is $220.000; of the dormitory, $100.000; and of the power building and heating plant, $30.000. Plans are also being prepared for a machinery hall in which blacksmithing and carpentry work can be taught, and the machinery of the farm kept and cared for. There will also be a drafting room in this building. Barns will be erected for horses and cattle, and probably smaller ones for sheep and swine, as well as a poultry-house. Tenders will be called for early this year, and building operations will be commenced immediately on the opening of spring. These buildings, it is hoped, will be ready for the college opening in the fall of 1911.

The winter poultry show just over has been most successful, with one of the finest exhibitions of live and dressed poultry ever seen in the Province, there being upwards of 200 entries.

NEWS OF THE PROVINCE.

A new and thoroughly up-to-date Catholic hospital will be built in Prince Albert next spring. The hospital will have accommodation for 100 patients, and will be built at a cost of $100.000.

A branch of the Bank of Montreal has opened for business in Moose Jaw. This is the ninth bank established in Moose Jaw and the third one in 1909.

The new Tourist Hotel in Watrous, at the corner of Main and Second Avenue, has been opened. The new Bank of Commerce block is also ready for occupancy.

Another new town is Traynor, located on the Saskatoon-Wetaskiwin line of the C.P.R., about forty miles from Battleford, and five miles north of Landis. The town has not yet made great strides at growing, but its future is assured. As it is, there is a post office, general store, school, Anglican church, and an elevator. The country around Traynor is now well settled, although three years ago there were few houses to be seen. Those who have gone in, in the meantime, are homesteaders who as yet are not farming very extensively, but the crops last year were really good, the yields of wheat running from twenty to thirty bushels to the acre and oats fifty to sixty bushels.

ALBERTA PROVINCE.

(*From Our Own Correspondent.*)

Edmonton.

The annual financial report of the city for the twelve months ending October 31 last, shows a surplus of $29,844 in the general fund, the total expenditure in which was $443,682 compared with an estimated expenditure of $427,536.

The first session of the second legislature of Alberta will open on Thursday, February 10.

In all 259,525 acres of coal-bearing lands in Alberta have been sold. The highest bid realised was $10 per acre, but the surface rights only had been sold for $7 per acre. Eighty-three thousand three hundred and thirty-eight acres have been leased for 85 cents per acre.

Recognising the growing importance of the city as a commercial centre, Bradstreet's have opened a fully equipped office here.

NEWS OF THE PROVINCE.

Calgary now has terminal elevator facilities which, though not sufficient as yet to sort and clean all the grain of Southern Alberta, will still relieve the situation to a considerable extent. The Globe Elevator Company now has storage available of the capacity of 250,000 bushels. The present cost of terminals has been nearly $100,000. This is largely due to the fact that machinery being installed is for 1,000,000 bushels capacity, as storage is to be increased to that next year. As the company has secured ten acres of lands they have ample room for extending. Concrete tanks with a capacity of 23,550 bushels each provide the storage.

A Spokane waggon manufacturing company has decided to establish a Canadian factory at Calgary.

The report of the Calgary city engineer shows that during the past year $6\frac{3}{4}$ miles of street paving were completed as compared with $1\frac{1}{4}$ miles last year. In addition to paving there has been marked extension of sewer and waterworks system and concrete sidewalks.

Mr. William Henderson, Mayor of Lethbridge for the past two years, has died after several weeks' illness.

The tax for the municipality of Tofield for the current year is 15 mills on the dollar. The total assessment is $257,240. There was no election of a council last month. The town was organised later than July, 1908, and the mayor and council hold office till this year.

BRITISH COLUMBIA.

Victoria.—The bank clearings for November of the Victoria Clearing House have surpassed all previous records, and the prosperity of the capital continues to increase at a steady rate. For November the clearings total $7,200.485, as compared with $5.049.844 for the same month last year. But even this increase of $2.150,641 in a year is eclipsed by the rate of increase over October. In that month the clearings amounted to $6.873.867, showing an increase last month of $326.618, a rate of annual increase of close on four million dollars.

——Commissioned by the Alberta Government to confer with the authorities at Victoria upon the Alberta-British Columbia grain route, which he regards as an inter-provincial question of the first importance, the Hon. W. H. Cushing is visiting Victoria, accompanied by Mr. E. H. Heaps, representing the Vancouver Board of Trade.

——The Bishop of British Columbia has received a cheque for £500 from Lord Strathcona towards the fund being raised for the new mission steamer which is being built at a cost of $20,000. About $1,400 has been collected in Victoria.

The Grand Trunk Pacific Railway has contributed $10,000 towards the new opera-house fund. With the $15,000 from the Canadian Pacific Railway, the $10,000 from the Canadian Northern Railway, and $15.000 subscribed by citizens, there is thus $50.000 in sight. From the British Columbia Electric Railway Company $5.000 is expected, so that there is practically in hand a sum of $55.000 towards the new theatre. As soon as $75.000 is assured the work of building will be commenced.

Vancouver.—The total assessed value of property in Vancouver this year will be $100.000,000.

——A resolution requesting the City Council to amend the building by-laws so that buildings shall be restricted to ten stories, with a height not exceeding 150ft., was adopted at the last quarterly meeting of the Vancouver Property Owners' Association.

——Statistics for November show that 8.809 pupils are enrolled in the city schools, the largest number in the history of the city. This is an increase of several hundred over the corresponding month of 1908, and 88 over the preceding month of 1909.

——Mr. James J. Hill, President of the Great Northern Railway of America, has called for tenders for two sections of the Vancouver, Victoria, and Eastern Railway, which will connect Vancouver with Kootenay by a short line.

Chilliwack.—At the recent convention of British Columbia School Trustees, held here, the following resolution was carried, with only two dissentient votes:—"That the time is now ripe for the establishment of a Provincial University, and that it should be located on the mainland and in the vicinity of Vancouver."

Prince Rupert.—The land department of the Grand Trunk Pacific Railway Company here reports that 4.500 city lots have been sold out of the 4,613 placed on the market in May last. No further lots will be put up for sale until next spring, when it is anticipated that about 3.000 lots will be so offered.

Fernie. The new municipal electric light system is now in operation, much to the satisfaction of the consumers, who have been compelled to utilise other sources of light since the big fire.

Nanaimo.—A company is being incorporated in this city for the purpose of building a new opera house and dance hall.

THE YUKON.

Dawson. Large new machine shops and other general utility buildings have just been completed by the Yukon Gold Company at a cost of several thousand dollars. The machinery shops comprise two buildings, each 140ft. by 100ft. They are provided with travelling cranes for heavy material. The barn is 128ft. by 40ft., and the warehouse is 100ft. by 50ft.

Railways, Shipping, and Commerce.

WORK ON THE G.T.P. RAILWAY

Mr. Chamberlin, the General Manager, speaks of its Progress.

Mr. E. J. Chamberlin, the General Manager of the Grand Trunk Pacific Railway, upon his return from a tour of inspection in Western Canada, was interviewed by a representative of the *Montreal Gazette*, to whom he is reported as saying: "There is now no doubt whatever that we will be able to take a train to the Pacific over our own rails by 1912, and perhaps before." Mr. Chamberlin went on to say: "Track-laying is being steadily carried on west of the Pembina river some 66 miles west of Edmonton. The fine bridge over the Pembina river is 206 feet high and 900 feet long, and its completion has enabled the steel to be pushed along rapidly to the west."

As for the Winnipeg and Edmonton section, Mr. Chamberlin says that line is in quite as good condition as the old Grand Trunk between Montreal and Toronto, and that is saying a great deal. In fact, Mr. Chamberlin declares (says the *Gazette*) that they will be able to draw a train of three thousand tons with an ordinary locomotive, where the other companies can only haul half that amount.

Mr. Chamberlin is reported as saying that the new terminal station at Winnipeg, which is to include the tracks of the Canadian Northern Railway, will be the largest on the North American continent, with the exception of New York and Washington. As regards the section between Winnipeg and Lake Superior, Mr. Chamberlin said:—"The rails, as you know, are all laid, but there is a good deal of ballasting yet to be done. I think, however, that I can say that this section will be open for regular traffic and in pretty good condition by the early summer. You must remember that there are a great many bad places along this part of the line, and, as a matter of fact, the C.P.R. has been built for twenty-five years, and still they have had some trouble even with the double track just completed." It is expected that the bridge across the Qu'Appelle valley will be finished by the time the balance of the line to Regina is in readiness for operation. "This," said Mr. Chamberlin, "was the greatest obstacle the promoters of the system had to face and the reason given for the delay of the Melville-Regina branch. In a year's time travellers from Regina to Winnipeg will be able to go by three branches and make practically the same time over each."

Mr. W. P. Hinton, the general passenger agent of the G.T.P., has also been making a tour in Western Canada and British Columbia, accompanied by Mr. F. C. Salter, the European traffic manager of the company. Speaking in Calgary, Mr. Hinton said:—"The Grand Trunk Pacific has now 861 miles of main line in operation west of Winnipeg and 97 miles of branch lines. Next year close to 600 miles will be added to the system west of Winnipeg. The rails are laid to Camrose, a distance of 37 miles, and the grade is built to Duhamel. Work is being pushed ahead on the big bridge across the Battle river, on the branch line, and it is expected to be completed early next summer so that the track laying may be continued. The short line from Calgary to Winnipeg should be completed in the course of a couple of years at the outside. It will join the main line at Watrous, 58 miles east of Saskatoon, and will materially reduce the distance between the two great commercial centres."

ADDITIONAL RAILWAY CONSTRUCTION.

A despatch from Ottawa states that the Hon. G. P. Graham, Minister of Railways, has introduced Bills to Parliament for the purpose of authorising the guarantee of the securities of the C.N.R. and G.T.P. branch lines. According to these Bills, the Canadian Northern is to build 575 miles, of which 175 are to be built next year. The Grand Trunk Pacific is to construct 375 miles, 50 of which are to be built next year. The principal Canadian Northern lines are from Moose Jaw, southerly to the Maryfield extension, 100 miles; from a point on the Regina-Brandon branch westward and north-westward to Swift Current, 135 miles; from Humboldt to Melfort, 60 miles; from a point on Goose Lake branch southward, 60 miles; Maryfield extension, 65 miles; from the Prince Albert-Battleford branch to Crooked Lake, 60 miles.

The Grand Trunk Pacific is to build from Regina south-easterly, 155 miles, to the boundary; also a branch from Watrous to Prince Albert, 110 miles; and a branch from Regina to Moose Jaw and north-westward, 110 miles.

A despatch from Prince Albert, Saskatchewan, states that the G.T.P. has finally purchased the right of way into that city. The Provincial Government has guaranteed bonds for a branch from Watrous to Prince Albert, and construction work is expected to begin next season. The survey has already been completed.

A despatch from Vancouver states that the Great Northern railway is buying a right-of-way along the uncompleted portion of the Vancouver, Victoria and Eastern railway, between Princeton, in the Similkameen district, and Abbotsford, in the Fraser river valley, west of the Hope mountains. For over a year survey parties in the employ of the Great Northern have been engaged in running surveys over the divide, via the Coldwater and Coquahalla routes, and it is believed that the company with which Mr. Hill is so prominently connected aims at establishing a direct connection between Vancouver and the Kootenay district.

More than 1,000 miles of new steel track have been laid by railway companies in Western Canada during the past season.

The extension of railroads in the colony will be the principal business to come before the Newfoundland Legislature, which is to meet on January 20.

The Canadian Northern Railway Co. will build extensive repair shops in Toronto next year, according to a statement made by Mr. D. D. Mann, vice-president of the company.

The first piece of electrification of its lines which the Canadian Pacific Railway is to undertake is the St. Maurice Valley branch, in the Province of Quebec, which runs along the banks of that river from Three Rivers to Shawinigan Falls. The St. Maurice River is particularly favourable for electric experiment, as there is practically a continuous series of rapids and falls all along the route, and a company already established is producing immense supplies of power, and has the capacity for producing much more when required.

SHIPPING NOTES.

The s.s. *Corinthian*, of the direct Franco-Canadian line of the Allan Steamship Company, which grounded after leaving the wharf at Halifax, Nova Scotia, has been refloated after discharging a portion of her cargo. The vessel is reported by cable none the worse for her experience, and has since left for London.

The inquiry held at Quebec in regard to the accident to the R.M.S. *Empress of Ireland* has resulted in the following judgment by the Wreck Commissioners: "In view of the almost unanimous opinion of various experts who thoroughly examined the damaged hull of the *Empress of Ireland*, setting forth that said injuries were incurred by the vessel coming in contact with the submerged hull of a derelict, probably held in suspension, the Court is, therefore, of opinion that no blame can be attached to anyone for the casualty."

THE VALUE OF THE INLAND WATERWAYS.

Mr. G. W. Stephens, Chairman of the Montreal Harbour Commission, in the course of an address recently delivered before the Canadian Club at Ottawa, dealt with Montreal harbour and the St. Lawrence route from the sea, which, he said, was a national asset the value of which has not yet been estimated. The St. Lawrence river at the present moment carries on its bosom from the sea to Montreal per annum 4,000,000 tons of freight. Montreal itself is over 150 miles inland from Father Point, where ocean steamships discharge their pilots, while from Montreal westward Mr. Stephens pointed out that Canada possessed 1,600 miles of navigable waterways, 500 miles of which are 14 feet deep and 1,100 miles of which are fit for 19 feet navigation, and in the whole 1,600 miles of which the western terminus is the great city of Chicago, there are but 65 miles of canal to go through. "Compare this with the only other possible outlet to the sea by way of the American Erie Canal," says Mr. Stephens, "and you have 430 miles of waterway from Buffalo to New York, of which 306 miles consist of canal. The distance from Buffalo to New York is 430 miles; the distance from Buffalo to Montreal is 320 miles. The depth of the waterway from Buffalo to Albany is six feet; the depth of the waterway from Buffalo to Montreal is fourteen feet. The maximum cargo that you can carry from Buffalo to Albany in one boat is 8,000 bushels; the maximum cargo that you can carry in one boat from Buffalo to Montreal is 80.000 bushels." Mr. Stephens went on to explain that to reap the full benefit of this chain of inland waterways which joined the St. Lawrence River at Montreal, still further improvements must be made in the facilities of that port. He added that the whole matter has been submitted to a board of distinguished Canadian engineers, who, during the past summer, "have studied these different plans and have unanimously reported on a development scheme for the port of Montreal covering a period of twelve years, which will in that time double the capacity of the port, will reduce the present current in the river, so that we may have a lighterage or waterporterage system from one end to the other, thus getting over the present exorbitant cartage cost from end to end of the port; will create an all-the-year-round railway serving the harbour front from Hochelaga to Point St. Charles, and will create in that way along the river front manufacturing sites as feeders of the harbour. These sites will possess the advantages of deep water communication, communication with every railroad in the country on the same terms, so that what they export and produce can be brought in and taken out at the least possible cost; and produce cheap power for the driving of macinery to operate the whole harbour."

ALLAN LINE'S GOOD YEAR.

The Allan Line, in their annual circular, state that the number of passengers carried by their steamers during the year was considerably in excess of the previous year, the third-class returns being particularly gratifying. The outlook for the present year, it is added, is very bright, and the authorities look for a substantial increase in business in the spring. The plentiful harvest secured throughout Canada and the improvement in trade generally are calculated to encourage those who have hesitated because of adverse reports to seek Canada as an outlet for their energies and a field for the investment of their capital.

For the Boscowitz Steamship Company, of Victoria, B.C., Messrs. Napier are building on the Clyde a steamship 180 ft. long, 32 ft. beam, and 19 ft. depth, 500 tons d.w. The vessel will have accommodation for 56 first-class and a large number of steerage passengers, and will be employed in the coasting service.

The s.s. *Pythia*. formerly the *Raglan Castle*, of the Union-Castle Steamship Co., has been chartered by the Donaldson line for its Glasgow-St. John service

Trade and Business.

MANUFACTURERS NEED LABOUR.

The official organ of the Canadian Manufacturers' Association in its last issue has an article under the heading "Labour Being Rapidly Absorbed," in which it is stated that a labour famine is among the possibilities of this year. In order to gauge the situation, inquiries were addressed to the principal manufacturers throughout the Dominion. Out of a total of 463 manufacturers from whom replies were received last month, 156 stated that they needed, or would soon need, more labour.

The following table, published by *Industrial Canada*, shows the situation for the various provinces:—

Province.	Number of replies.		Number of hands wanted.	
	Do not need labour.	Do need labour.	Male.	Female.
British Columbia...	0	1	160	—
Manitoba	9	4	23	14
New Brunswick ...	7	2	20	—
Nova Scotia..........	8	3	17	15
Quebec	67	30	774	1,442
Ontario	215	116	1,265	2,227
P. E. I.	1	—	—	—
	307	156	2,254	3,703

In British Clumbia the demand is for lumbermen. Of the men required, 50 per cent. are skilled and 50 per cent. unskilled. The men are needed at once. In Manitoba the trades in which labour is needed are ironworking, clothing, and printing. Of these the requirements are for 75 skilled and 25 per cent. unskilled.

Many industries in Quebec are short of labour, including printing and lithographing, boots and shoes, cotton, rubber, biscuits, iron working, straw hats, clothing, foundry, cartridges, upholsterers, sheet metal, cigars, whitewear, granite, enamelled ware, furs, and jewellery.

In Ontario the list includes furniture, whitewear, boots and shoes, bookbinding, fertiliser, food products, woollens, glue, stoves, woodworking, knitting, radiator, carriage, biscuits, twine, corks, electrical apparatus, furs, brushes, pianos, garments, wireworkers, harness, paper boxes, umbrellas, glass, hats, soap, automobile, printing. There is also need of moulders, machinists, and brassworkers.

In Quebec and Ontario about 80 per cent. of the men required are skilled, and of the women 55 per cent.

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EXPORT OF WOOD GOODS.

The annual statement of the shipments of wood goods to the United Kingdom, Continent, and South America from the port of Montreal for the season of 1909, as published by the *Montreal Gazette*, is as follows:—

Name of Shipper.	B.M. No. of ft.
Watson and Todd	35,542,107
R. Cox and Co	18,804,045
E. H. Lemay	11,442,989
J. Burstall and Co.	10,573,598
W. and J. Sharples	9,655,706
E. M. Nicholson	6,594,976
Dobell, Beckett and Co.	5,157,003
The McArthur Export Co., Ltd	3,143,311
Cox, Long and Co..................	914,432
Graddon and Owens	671,716
Railways, steamship lines, and small shippers	12,372,966
Total, United Kingdom and Continent, 1909	114,872,849
Total, United Kingdom and Continent 1908	107,934,057
Increase 1909	6,938,792
Total, United Kingdom and Continent	114,872,849
Total, South America	3,074,010
Grand total, 1909	117,946,859

Among Canadian visitors at present in England, says the *Draper's Record*, is Mr. Isaac Taylor, of Messrs. Taylor and Drugy, of that remote area of Canada known as the Yukon Territory, where the firm are leading merchants catering for a wide district in all classes of goods.

TRADE NOTES.

The Hon. Jules Allard, Minister of Lands and Forests, in the Quebec Cabinet, states that the Provincial Government will prohibit the exportation of pulp wood as a protection to the people of the province.

Dr. J. O. Orr, manager of the Canadian Industrial Exhibition, held annually in Toronto, upon his return to that city from a tour of the United Kingdom, stated that a number of prominent firms, besides taking space at the exhibition for next year, have decided to open branch factories in Canada. Among the concerns that will come, said Dr. Orr, are Doulton and Co., the famous makers of Doulton ware; Maw and Co., one of the largest makers of fancy tiles; and Hope and Co., of Birmingham, makers of locks and ornamental iron works. British manufacturers, said Dr. Orr, are beginning to realise that they must follow the example of their American competitors, and establish factories in Canada.

The City Council of Hamilton, Ontario, has awarded the following contracts for its improved waterworks and improved sewage system:—Two six-million-gallon pumps for waterworks, the John McDougall Company, Montreal, $7,220; two 500-horse-power motors and transformers, the Canadian Westinghouse Company, $16,636; two three-million-gallon pumps and motors for sewage disposal work, Canadian Westinghouse Company, $4,000.

The Builders' Exchange of Montreal has arranged to have a permanent exhibit of materials used in the building trade on exhibition at its new rooms in the Eastern Township Bank Building, Victoria Square. Mr. J. H. Lauer is the secretary.

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MESSRS. JOHN BUCHANAN AND BROTHERS, LTD., GLASGOW.

The remarkable progress within recent years in the jam-making and confectionery industry affords an interesting study. A very fine example is the establishment of Messrs. John Buchanan and Brothers, Limited, Glasgow, who are makers of confectionery in all its branches, chocolates, jams and jellies, and marmalade. This firm was established over fifty-one years ago, and their name to-day is a household word in this country; while their goods are exported to every part of the globe. The trade-mark of the firm is that of a hand holding a crown—an ideal which the firm has taken as an inspiration for the quality of all their articles offered to the public, who have been quick to realise this fact. This may be said to be the secret of Messrs. Buchanan's progress and their very high standing in the commercial world.

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements, and fresh arrivals, of Canadian soft goods buyers in England:—

LONDON.

W. L. Robson (dress goods and fancies)) and A. V. Branscombe (millinery, etc.) Manchester, Robertson, Allison, Ltd., St. John, N.B.)—London Office: 2, Milk Street, E.C.

Robert Darling (woollens and tailors' linings) (R. Darling and Co., Toronto)—Hotel Victoria.

J. L. Lorimer (J. E. Snider and Co., Toronto)—35, Milk Street, E.C.

Robert Peebles (The T. H. Pratt Co., Ltd., Hamilton, Ont.)—Waldorf Hotel, and 17, Aldersgate Street, E.C.

George Willis (dress goods, etc.), C. E. Byrens (hosiery and smallwares), and R. MacRae (millinery and made-up goods) (Jas. A. Ogilvy and Sons, Montreal)—Headquarters: 35, Milk Street, E.C.

Robert McKay (Robert McKay and Co., Hamilton)—17, Aldersgate Street, E.C.

C. J. Catto (John Catto and Son, Toronto)—Headquarters: 17, Aldersgate Street; 48, West Regent Street, Glasgow.

F. J. Rutherford (dress goods and staples) and F. W. Bradwin (mantles and made-up goods) (Thomas C Watkins, Hamilton, Ont.)—Headquarters: 17, Aldersgate Street.

LEICESTER.

J. W. Anderson (hosiery, etc.) (Greenshields, Ltd., Montreal) Grand Hotel.

MANCHESTER.

J. R. Smith (men's woollens) (Finley, Smith and Co., Montreal) Headquarters: Midland Hotel.

E. W. Gnaedinger (wholesale hats and furs) (L. Gnaedinger, Son, and Co., Montreal)—Queen's Hotel

LEEDS.

J. H. Conway (woollens and tailors' linings) (Greenshields, Ltd., Montreal) Queen's Hotel.

H. G. Cook (woollens and tailors' linings) (The W. R. Brock Co., Ltd., Toronto)—Hotel Metropole

Canadian Government TRADE COMMISSIONER SERVICE IN THE UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
- **J. S. LARKE,** The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- **D. H. ROSS,** Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
- **J. B. JACKSON,** 15, Kiukiang Road, Shanghai, China.

Cuba—
- **E. KIRKPATRICK,** Plaza Hotel, Havana.

France—
- **A. POINDRON,** 101, Rue Réaumur, Paris

Holland—
- **W. T. R. PRESTON,** 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
- **G. A. HARRIS,** 14 Bund Room B, Yokohama.

Mexico—
- **A. W. DONLY,** Rebeldes No. 6, Mexico, D.F., Mexico.

Newfoundland—
- **J. E. RAY,** Gazette Building, Water Street, St. John's.

Norway—
- **C. E. SONTUM,** Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
- **JOHN A. CHESLEY,** Rhodes' Building, Cape Town, Cape Colony.
- **H. R. POUSSETTE,** Durban, Natal.

West Indies—
- **E. H. S. FLOOD,** Bridgetown, Barbadoes.
- **E. A. H. HAGGART,** Kingston, Jamaica.
- **R. BRYSON,** St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
- **S. L. HORSFORD,** St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
- **EDGAR TRIPP,** Port of Spain, Trinidad. Agent for Trinidad and Tobago.
- **R. H. CURRY,** Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

This Prospectus has been filed with the Registrar of Joint Stock Companies.

THE SUBSCRIPTION LIST OPENED ON MONDAY, THE 3rd DAY OF JANUARY, 1910, AND WILL CLOSE ON OR BEFORE THURSDAY, THE 6th DAY OF JANUARY, AT 4 P.M.

CAMP BIRD, LIMITED

(Incorporated under the Companies Acts 1862 to 1898.)

SHARE CAPITAL - - £1,350,000.

In Ordinary Shares of £1 each, of which 820,000 Shares have been issued for cash and are fully paid, 280,000 are now offered for Subscription, and 250,000 Shares are held in reserve.

Issue of £500,000 of 6 per cent. Debenture Stock and 280,000 Ordinary Shares.

Trustees for the Debenture Stockholders.
THE VISCOUNT HOWICK.
ERIC CHAPLIN, ESQ.

Directors.
A. M. GRENFELL, 6 Princes Street, London, E.C., Chairman.
F. W. BAKER, 4 Lothbury, London, E.C.
W. F. FISHER, 16 George Street, Mansion House, London, E.C.
R. J. FRECHEVILLE, Salisbury House, London, E.C.
J. S. P. SAMBORNE, 6 Princes Street, London, E.C.

Bankers.
CHAPLIN, MILNE, GRENFELL AND CO., LTD., 6 Princes Street, London, E.C.

Solicitors.
JENKINS, BAKER, REYNOLDS AND CO., 31 Poultry, E.C.,
and 5 Bedford Row, W.C.

Auditors.
PRICE, WATERHOUSE AND CO., 3 Frederick's Place, Old Jewry, London, E.C.

General Manager.
WILLIAM J. COX.

Secretary and Registered Office.
A. A. KELSEY, F.C.I.S., 43 Threadneedle Street, London, E.C.

The Company offers for Subscription the above £500,000 of Debenture Stock at 97½ per cent. and 280,000 Ordinary Shares at £1 7s. 6d. each, payable as follows:—

SHARES.
On Application, 2s. 6d. per Share.
On Allotment, £1 5s. 0d. per Share.

DEBENTURE STOCK.
On Application, 10 per cent.
On Allotment, 87½ per cent.

Interest on the Debenture Stock will be payable on the 1st day of January and the 1st day of July in each year, the 1st payment being made on the 1st day of July, 1910, and will be calculated from the due dates of the instalments. The Shares now offered will rank for dividend *pari passu* with those already issued as from the 1st February, 1910.

The Trust Deed will provide that the profits of the Company in each year (commencing with the year from the 1st May, 1911), after paying interest on the Debenture Stock shall up to £100,000 be set aside to provide a sinking fund for the redemption of the Stock at 110 per cent. by yearly drawings commencing in the month of December, 1912, or by purchase when obtainable below that figure, exclusive of accrued interest. The Company reserves the right to redeem the Debenture Stock or any part thereof at any time at the same rate on giving three months' notice. In any event the whole of the stock will be repayable at 110 per cent. on the 1st of January, 1917

Every Subscriber who receives an allotment of any of the Debenture Stock now offered will, upon paying up his Stock in full, be entitled to receive an Option Certificate carrying the right to subscribe at any time before the 1st January, 1913, for one Share of £1 in the Capital of the Company at 35s. per Share in respect of each £2 of Debenture Stock alloted to him. The Shares taken under the said Option will rank *pari passu* with the other Ordinary Shares of the Company for all dividends declared after the date when such Shares are paid up in full.

Scrip Certificates to bearer will be issued (if required) in exchange for allotment letters of the Debenture Stock, with the receipt for the amount payable on allotment attached. The Definitive Stock Certificates and separate Certificates to bearer in respect of the said options will be issued in exchange for fully-paid Scrip Certificates or allotment letters as soon as possible after the 1st February, 1910. The Company will not recognise any persons as entitled to the said options over shares other than the bearers for the time being of the Option Certificates.

ABRIDGED PROSPECTUS.

The Company was formed in 1900 to acquire and work the Camp Bird Mine in the County of Ouray, Colorado.

The Company has recently acquired an option to purchase the controlling interest in the famous Santa Gertrudis silver and gold mines for the sum of $9,000,000, Mexican currency (say £922,131). The Company has agreed to transfer this option to a new company called The Santa Gertrudis Co., Ltd., with a registered capital of £1,275,000. The Company will invest £259,631 of its Reserve Fund in subscribing for 259,631 Shares in the new Company. The object of the present issue is to subscribe for further Shares in the new Company so as to provide such company with a sufficient cash capital to complete the purchase, and a working capital of £150,000. The Company will own 1,155,822 fully paid Shares in The Santa Gertrudis Co., Ltd., or approximately 90 per cent. of the capital.

The average profits of Camp Bird, Ltd., during the last seven years have been at the rate of over £260,000 per annum.

The average Annual Profits of Camp Bird Limited, during the past seven years		**£260,250**
On the basis of the Estimates set out below the Annual profits from the Company's holding in The Santa Gertrudis Co., Ltd., will be approximately		**270,000**
		530,250
Less **Fixed Charges:**		
Interest on Debentures	**£30,000**	
Sinking Fund	**100,000**	**130,000**
		£400,250

equal to about 36 per cent. per annum on a Capital of £1,100,000

The net profit in the ore reserves is estimated at:—

In the Camp Bird Mine at the 30th April last ...	**£472,274**
In the Santa Gertrudis Mine	**924,755**
	£1,397,029

This issue will provide the Santa Gertrudis Co., Ltd., with £150,000 of working capital for the further development of the mine in depth, and for the purchase and erection of a modern mill and cyanide plant, with a capacity of 160,000 tons a year, which is estimated to be in full operation within a year from the date hereof.

The Santa Gertrudis mining properties cover an area of about 600 acres, and are situated about 62 miles from Mexico City in the Mining Camp of Pachuca, in the State of Hidalgo.

The Mines have been profitably worked for a considerable number of years in spite of antiquated and out-of-date methods.

Copies of the reports by Messrs. R. J. Frecheville and W. J. Cox are enclosed with the Prospectus, and the full reports of Messrs. Chase and Pope therein referred to may be seen at the offices of the Company.

Mr. R. J. Frecheville estimates that there will be approximately 462,826 tons of ore in reserve when the mines are taken over, and that the net profits from the same should amount to approximately £924,755, and further states that:—"As regards the continuity of the ore in depth I am of the same opinion as Messrs. Cox and Chase. An ore shoot that in the Santa Gertrudis and adjoining mines has a continuous length of about 2,500 ft. (of which about 1,500 ft. is in the Santa Gertrudis), with an average width of 15 feet, and has been followed down over 1,000 feet, the vein in the bottom level and winzes showing the same width, with an average value in silver and gold of $23.25 U.S. per ton (£4 15*s.* 3*d.*), may well be expected to continue considerably deeper, the more especially as a close geological examination of the mine and the surrounding district shows that there is not likely to be any change in the character of the enclosing rock." Mr. Frecheville estimates that on a basis of milling 160,000 tons of ore a year the net profits of the Santa Gertrudis Co., Ltd., will be £300,000 per annum.

Mr. Cox reports that:—"With respect to the titles and the contracts now in force affecting the operation of this property, I have consulted eminent counsel in the person of Señor Joaquin D. Casasus, and have been guided by his advice. In conclusion, based on my investigations, the money that it is proposed to invest in this business should be returned in a period of between three and four years from the starting of the cyanide mill, say one year hence, and until a point is reached where there is diminution of the size and value of the vein. each additional 100 feet of depth should yield a net profit of nearly $2,500,000."

It will be noted from the reports that the ore in the bottom of the mine is considerably richer than the average of the ore reserves, as the latter include 175,000 tons of low grade ore left in the old stopes.

The mines are held under a form of lease (Avio contracts) peculiar to Mexican mining law, and the interests to be acquired by the Santa Gertrudis Co., Ltd., comprise the Aviadora rights under such contracts. These rights confer the exclusive possession and complete control of the working of the mines. The Aviadora minority rights are not being acquired, but have been taken into consideration in the above estimates.

The titles to the properties have been investigated on the spot by Governor C. S. Thomas, the Legal Adviser of the Company in Colorado, in conjunction with an eminent Mexican lawyer (Señor Sanchez Mejorada) and have been found by him to be in order. His report to the Company with covering letter, together with the opinions of Señor Casasus, give full particulars of the Avio contracts above referred to and the nature of the rights thereunder, and can be inspected at the offices of the Solicitors of the Company.

Applications should be made on the forms accompanying the prospectus and forwarded with cheque for the amount payable on application to the Bankers. Allotments will be made as soon as possible after the closing of the lists, and where no allotment is made the deposit on application will be returned in full, and where a less amount is allotted than is applied for, the surplus of the deposit will be applied towards payment of the amount due on allotment. Failure to pay any instalment when due will render previous payments liable to forfeiture, and interest at the rate of 7 per cent. per annum will be charged on all payments not made on the due date.

A brokerage of ¼ per cent. will be paid on all allotments of Debenture Stock made upon applications bearing a broker's stamp (other than Underwriters' applications), and of 3*d.* on all Shares allotted under similar conditions.

Copies of the Company's Memorandum and Articles of Association, of the draft Trust Deed securing the debenture stock, of the above-mentioned contracts and reports and of the Directors Report and Statement of Accounts to the 30th April, 1909, can be inspected at the offices of the Company's Solicitors, on any day while the subscription list remains open, between the hours of 11 a.m. and 4 p.m.

Copies of the full Prospectus and Forms of Application can be obtained from the Bankers, Solicitors, and at the registered Office of the Company.

Dated 1st January, 1910.

CANADA AND HER CONDITIONS.

The Opinion of a Financial Authority as to the future progress of the Dominion.

Among the numerous British public men and journalists who visited Canada last year was Mr. George Paish, Editor of the *Statist*, a journal which has consistently shown an intelligent appreciation of the attractions of the Dominion for the British capitalist. Upon his return to London, Mr. Paish summarised his impressions of the present conditions in a signed article which appeared in the *Montreal Witness* on December 18. Mr. Paish considers the primary factor in the inevitable progress of Canada to be its possession "of great undeveloped resources of natural wealth—agricultural, mineral, forestral, and piscatorial." A second factor making for growth the writer alludes to as follows:—

> "It is the willingness of Great Britain to find all the capital that Canada can profitably employ, and to supply it at a low rate of interest in comparison with the rates of interest usually required from young countries. Every man of business is aware of the advantage to a country of a banker in a position to supply capital freely for development purposes, and the capital advantage of possessing a banker who will supply capital in practically unlimited quantities at a lower rate of interest than he charges to other countries This is the situation to-day: British investors are supplying capital freely for permanent investment in Canada at preferential rates of interest. Hence no difficulty is likely to arise in securing the capital required to develop and to market Canada's natural wealth."

Mr. Paish considers "the ability and far-sightedness of Canada's statesmen" to be a third factor in promoting the prosperity of their country, inasmuch as they have realised the prime necessity of developing railway and transportation facilities and conducting an energetic immigration campaign.

War and the Food Supply.

A fourth factor, "of great moment and weight," the writer considers to be the world's special need of new sources of food supplies at the present time, and the high prices that are now current for food of all descriptions, a result which he attributes mainly to the great expenditure of capital during the South African and Russo-Japanese wars. Upon this point Mr. Paish says:—

> "These wars prevented for about seven years the normal rate of capital outlay for the purpose of developing the food supplies of the new countries. Inasmuch as Canada is one of the most promising fields of food production, the shortage in the world's food supplies and the high prices of foodstuffs are having, and must continue to have, a great influence in stimulating the rapid settlement of the new agricultural districts."

As a fifth factor making for the progress of Canada Mr. Paish quotes the extent to which the resources of the United States are developed, which is resulting, not only in the return to Canada of the native-born who were formerly forced out of their own country owing to the inaccessibility of its western grain-growing areas, but also to the influx of experienced American farmers from the now highly cultivated regions of Illinois, Iowa, and the Dakotas, where land is no longer cheap.

After an exhaustive review of the value of the unappropriated lands of which "Canada is one of the few countries which can still make gratis grants," Mr. Paish concludes as follows:

> "In brief, every essential to progress is apparently at the service of Canada —natural wealth, a practically unlimited amount of capital at low rates of interest, free markets and good prices for produce, a good supply of skilled farmers and of skilled labour, together with statesmen exerting all their influence and power to attract capital and labour and to develop the natural resources of the country."

BRITISH CAPITAL AND CANADA.

A Well-known Financier's Opinion.

Mr. E. Mackay Edgar, of the well-known London financial house of Messrs. Sperling and Co., expressed the opinion during his recent visit to Canada that more British capital would go to Canada during 1910 than ever before. In the course of an interview with a representative of the *Toronto Globe* Mr. Edgar added:—"The feeling towards this country in Britain is most friendly, and the big capitalist is inclined to withdraw his funds invested in Britain and place them here, because he believes that a great future awaits the Canadian security, owing to the wonderful growth of the country. Canada needs capital, needs a great deal, and it seems to me that Britain will supply it as long as the securities sold them are good, and are not misrepresented.

"The Britisher," continued Mr. Edgar, "who has been accustomed to place his available funds in British securities, has come to see that while these are solid enough, there is no great future for them. He has also come to see that his money invested in Canadian securities bring him a good return, with the additional prospect of an increase, owing to the phenomenal growth of Canada. That is what is taking place, and it was bound to come. There is no doubt that all good Canadian securities are bound to greatly increase in value.

"A good illustration of this is furnished," continued Mr. Edgar, "in the demand in England for Canadian Bank shares. We vendors of Canada's securities have been constantly assuring the British capitalist of the solid value of your Bank stocks. Before I came to Canada a number of jobbers in London signified their anxiety to secure a block of shares from some Canadian bank. I presented their case to Molsons, on arrival, and told them that I could dispose of a block of five thousand shares, valued roughly at a million dollars, if they could provide it. The directors look kindly upon the proposition, and the matter will soon come before the shareholders of the bank. There is no attempt on the part of the Britisher to secure control of this bank. But should the stock be issued the result will be that a million dollars of new capital will come into the country.

"Another circumstance indicative of the friendly sentiment existing in Britain towards things Canadian," he said, "is the great success of the sales of different municipal bonds there. When one compares the population of Canada, and of the various municipalities, such as Toronto, with that of Britain and of British cities, the investment would not seem to be a good one. But then, again, the future awaiting all things here worked wonders, and so the flotations were most successful.

"Britain is anxious to help Canada, and will continue to do so just as long as the Canadian manufacturer and the Canadian railroad men continue to carry out their part of the programme. Canada is near to the Motherland, while Australia, India, and South Africa are far away. The British capitalist can run over here in a few days and watch his investments, and can, at the same time, include the United States in his trip. I think that fact also counts a good deal. That is why I believe that more money will come to Canada next year than ever before, and I think that this money will come, not only to the railroads, but to the industrial and banking houses as well."

Dominion of Canada £4,000,000 Four per Cent. Sterling Bonds and Stock, 1910-35.—The Bank of Montreal give notice that the principal of the above loan will be repaid at the offices of the Bank, 47, Threadneedle Street, London, E.C., on Friday, the 1st July, 1910, after which date it will cease to bear interest. Bonds bearing the coupon due 1st January, 1911, and talon for subsequent coupons as well as stock certificates, must be left at the Bank for three clear days for examination, and will be taken in on or after 20th June, 1910. Provincial holders should deposit through their London agents.

Rio de Janeiro Tramway, Light and Power Co., Ltd.—The Canadian Bank of Commerce will pay on and after 1st January, 1910, Coupon No. 10 attached to the 5 per cent. First Mortgage Bonds.

FINANCIAL ITEMS.

Quebec and Lake St. John.—By the project of capital reorganisation of this railway, which will be submitted to meetings of the various bondholders to be held in the Cannon Street Hotel on January 14, it is proposed to create a new Four per Cent. Consolidated Perpetual Debenture stock, guaranteed both as regards principal and interest by the Canadian Northern Railway, sufficient in amount to exchange the outstanding Prior Lien bonds at the rate of £100 of the new stock for every £100 of Prior Lien bonds, the First Mortgage bonds at the rate of £60 of the new for every £100 of bonds now held, and the Income bonds at the rate of £10 of the new and for every £100 now held. Sufficient stock is also to be created to provide for the present floating indebtedness of the company, and for the additional rolling stock and equipment required. The new stock, in addition to having the Canadian Northern guarantee, will be a first mortgage on the whole of the property. The company reserves the power to create charges on any new line hereafter constructed in front of the new stock, provided such charges are guaranteed by the Dominion Government, or by one of the provinces of Canada. Additional stock, ranking *pari passu*, may also be created under certain conditions.

Winnipeg Electric Railway Co.—A dividend of 2½ per cent. for the quarter ending 31st inst. is announced.

* * *

FINANCIAL BOOKS OF REFERENCE.

We have received a copy of the cloth edition of the "Investors' Shilling Year Book for 1910," published at 1s. 6d. by Messrs. Charles Letts and Co., 2, Waterloo Place, Pall Mall, S.W. The publication forms a marvellous compendium of facts and figures, being the only book which gives a detailed analysis of the balance-sheet of every important company (other than mines), or which reproduces from the files of Somerset House particulars of the assets and liabilities of those companies which do not issue accounts. In all, full information respecting the 5,000 principal stocks quoted in the United Kingdom is given. An introduction by Sir Henry Kimber, M.P., is included in the present issue.

Messrs. "Mathiesons' Handbook for Investors for 1910" has been issued from 16, Copthall Avenue, E.C., at the price of 1s. 6d. It contains a concise record of Stock Exchange prices and dividends for the past ten years of the principal securities. Messrs. Mathieson have also issued a handbook giving the mining highest and lowest prices, dividends, etc., for the past six years.

Messrs. Sperling and Co., of Bond Court House, Walbrook, London, have issued an "Investment List," showing the prices during last year and the yield per cent. on a large number of securities.

RAILWAY EARNINGS & EXPENSES FOR THE MONTHS OF NOV., 1909-8.

RAILWAY.	1909	1908
Grand Trunk.		
Gross Receipts	£609,300	£572,100
Working Expenses	£453,900	£407,900
Net Profit	£155,400	£164,200
Canada Atlantic.		
Gross Receipts	[illegible]	[illegible]
Working Expenses . .	£29,400	[illegible]
Net Profit	£13,500	£9,400
Grand Trunk Western.		
Gross Receipts	£101 200	£89,900
Working Expenses	£80,700	£72,300
Net Profit	£20,500	£17,600
Detroit Grand Haven and Milwaukee.		
Gross Receipts	£35,500	£30,500
Working Expenses	£25,300	£25,100
Net Profit	£10,200	[illegible]
Canadian Pacific.		
Gross Earnings...	$9,074,000	[illegible]
Working Expenses	$5,384,000	[illegible]
Net Earnings	[illegible]	[illegible]

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

How bitter is the feeling in the minds of many Canadians at the employment of Canadian capital in Mexico, Brazil and Cuba, is shown by a recent article in the *Ottawa Citizen.* It has, of course, always been a matter of surprise to many people here that so much money should have been sent to South America which could have been well employed in this country at good rates of interest. The explanation, which has been before advanced, is, of course, that the South American field offers bigger returns to those who, for these larger profits, do not mind incurring a greater risk. But to compare Brazil and Mexico with Monte Carlo, as does the Editor of the *Citizen*, is surely exaggeration of the wildest form, especially when it is remembered that the British investor put many millions of his own savings into both countries many years before Canada was in a position to invest a dollar there.

English Cement Firms' Invasion Unlikely.

The statement that the Associated Portland Cement Company of London, England, might compete for a big share of the Canadian cement trade has aroused little alarm here. One prominent authority said that he did not think the Canadian cement manufacturers need have the slightest fear of invasion by English manufacturers, for the simple reason that conditions were not favourable to the importation of cement into Canada. It was admitted that the English makers might establish works in Canada, especially if the merger put up prices unreasonably. But such an assumption is not warranted by the facts, and the authority in question did not regard the invasion of English firms very seriously, for the simple reason that in his opinion the Canadians can manufacture a better article as cheaply, if not more cheaply, than the English.

Americans and the Cement Merger.

In Canada, there was quite an outcry on the formation of the Canada Cement Company, a number of papers predicting that the outcome would be the advance of prices all over the country in one of the most important articles used in the building trade. This talk has aroused a good deal of merriment across the border; one New York correspondent sending a satirical letter to his paper in which he pointed out that except in size, the Cement Company failed to qualify in a single characteristic with trusts as developed in the United States. The correspondent adds that the opinion is general that the Cement merger is cited as an example that Canadians "do not know a trust when they see one."

Dominion Steel Preferred.

Investors in Great Britain will be interested to learn that, allowing for the $28 of arrears of dividend on the stock, the Preferred stock of the Dominion Iron and Steel Company shows a yield at current quotations of about 6.40 per cent. The merger should strengthen the position of the stock and make it even more attractive; the yield is about 1.15 per cent. higher than that on the bonds, and about .60 per cent. higher than the average yield on a number of other Canadian Preferred stocks.

Western Development.

Messrs. Jaffray, Cassels and Biggar, in a report just issued for the benefit of investors, reiterate their opinion that the best results seem likely to follow investment in securities of corporations whose progress will be stimulated by the development of the Canadian North-West. These corporations will require to steadily increase their capital to cope with increasing business, and the rights to subscribe to such new issues should be of such value as to considerably increase the yields on investment in these securities.

Mexico Tramways Co.—The statement of earning and expenses (Mexican currency) of companies controlled by Mexico Tramways Co. for the month of November, 1909, is as follows:—Total gross earnings — 1908, $450,059; 1909, $453.801; increase, $3,742. Operating expenses—1908, $229,989; 1909, $224.649; decrease, $5.340. Net earnings—1908, $220,070; 1909, $229,152; increase, $9.082.

THE LONDON MARKET.

LONDON, WEDNESDAY.

The Stock Exchange prior to the New Year recess was in a generally confident mood. Prices tended forward, and a fair amount of business was transacted on public as well as on professional account. Since the resumption of business after the extended week-end, however, the temper of the "house" has changed. Business has thinned, and a reaction has ensued. In the Canadian section, prices have, as a rule, moved with those in other parts of the "house." The gilt-edged stocks of the Dominion, though under the best, still retain occasional net gains on the week, Canadian Threes being $\frac{1}{4}$, and the $3\frac{1}{2}$ per cents. $\frac{1}{2}$ better. Vancouver 4 per cent. debentures have added a point at 103. Railway descriptions have been on the firm side most of the time, though they have not escaped partial participation in the setback registered in other directions. Canadian Pacifics retain about a dollar of a more pronounced earlier improvement. Several Grand Trunk stocks have improved $\frac{1}{2}$ to 1, but the Third Preference, exceptionally, has weakened a small fraction. Alberta Capital Stock has risen 2 while British Columbia Electric Railway deferred is 1 to the good. Grand Trunk Pacific 4 per cent. bonds are $\frac{1}{2}$ higher on balance. Land shares came in for favourable attention at one time. Hudson's Bays are well under the best, but at $101\frac{1}{2}$ they have recovered the dividend distribution. Southern Alberta Lands are up 1s. 3d. A majority of movements among miscellaneous securities is favourable. Lake Superior Corporation shares and bonds have each put on $1\frac{3}{4}$, but Canadian Cement preferred are lower—probably for the reasons referred to by our Toronto correspondent. South American tractions record a fairly substantial improvement on balance.

£300.000 of 6 per cent. First Mortgage Sterling Bonds in the Ocean Falls Company, Ltd., will be offered at $97\frac{1}{2}$ per cent. in the course of the next few days. The underwriting in connection with this issue has been much sought after, and we understand already twice covered by the influential group associated with the issuing house.

Those Canadian borrowers who have deferred their appeals owing to the present political uncertainty, may find that they have erred, for it is quite possible that they will have to submit to more onerous terms after the result of the election than they would have had to do before the country was called upon to give its verdict on the momentous issues at stake.

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CAMP BIRD, Ltd.

The directors of this well-known and successful mine have acquired another mining property which is situated in Mexico, and to pay for which they are offering for subscription £500,000 of Six per Cent. Debenture stock, and 280.000 Ordinary shares in Camp Bird, Ltd. The controlling interest which they propose to acquire in this Mexican property will cost £922,131, and in a transaction of this magnitude the directors have naturally exercised every precaution in sampling and checking the property. These reports, made by engineers of repute on the most conservative basis, show ore reserves which will yield a profit of four and a half million dollars. The Santa Gertrudis mine possesses several features which make its value and prospects unusually attractive. The persistence of the fissure vein, which has proved to maintain its values unimpaired at depth, and the absence of base metals ensure its economical exploitation. An average of 1,300 samples of 75 lbs. each gave an average value of $29.58 per ton, and is described by one of the engineers as "the most remarkable ore body in all its characteristics that I have seen in my twenty-seven years' mining experience." Further particulars of this attractive mining enterprise appear elsewhere.

Imperial Tobacco of Canada.—This company has paid an interim dividend of 2 per cent. on the Ordinary shares.

FINANCIAL ITEMS.

Amalgamated Asbestos Corporation, Ltd.—Messrs. Kitcat and Aitken point out, with reference to the paragraph regarding this company published in *Canada* last week, that after deducting the bond interest for the five months from the net surplus for that period a balance of $9,879 was shown in place of $98,790; also, that the interest on the Preferred stock for the period was given as $65,625. This should, of course, be $54,687.50, thus leaving a balance for the Common stock of $44,102.50, or a little over $1\frac{1}{4}$ per cent. per annum instead of, as you state, a little less than 1 per cent. per annum. As a matter of fact, the whole of the $98,790 above mentioned is profit for the Common stockholders, as the Preferred interest did not commence to accrue until the 1st of January.

Western Canada Cement and Coal Co., Ltd.—At the meetings of First and Second Mortgage Debenture-holders, held in Ottawa, on December 28, 1909, the resolutions were carried unanimously. The Bank of Montreal will now return (in exchange for the temporary receipts) the bonds which were deposited with them for voting purposes.

Bank Changes.—The retirement from active service of Mr. Herbert Haylock, who for 34 years has been identified in London with the Bank of Montreal, and has been assistant-manager for the past fourteen years, is announced. On the eve of his retirement Mr. Haylock was presented by the manager and staff of the bank with a handsome gold watch and chain. Mr. F. Williams Taylor, in making the presentation, referred in felicitous terms to Mr. Haylock's devotion to the interests of the bank during his many years' service. Mr. G. C. Cassels, who succeeds Mr. Haylock, has had some twelve years' experience in New York, and is a member of a well-known Toronto family.

Hudson's Bay Co.—The sales of farm lands for the quarter-year ended 31st ult. amounted approximately to 38,100 acres for £94,100, as compared with 7,000 acres for £15,700 in 1908, while the sales of town lots total £5,500, as against £800 for the corresponding period. The receipts are £85,100, as against £64,200 in 1908. The sales for the nine months to 31st ult. are 70,100 acres for £174,000, and town lots were sold for £8,100, as compared with sales of farm lands, 17.100 acres for £39,200, and town lots for £3,700 for the corresponding period of 1908.

Calgary and Edmonton Land Co.—The land sales for the month of December aggregated 1,334 acres, at an average price of $9.88 per acre.

Canadian Bank of Commerce.—This institution has opened a branch at Milk River, Alta., making a total of 200 branches of this bank in Canada alone. The total number of branches, including that in England and five in the United States, is 206.

British Columbia Electric Railway Co., Ltd.—The Five per Cent. Cumulative Perpetual Preference stock register will be closed to January 15 for the preparation of warrants in respect of the dividend for the half-year ended December 31, 1909, payable on and after the 15th January, 1910.

FOUR PER CENT. DEBENTURES.
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY.
Subscribed Capital, £513,698. Paid-up Capital, £308,219.
Reserve Fund, £236,301. Total Assets, £1,673,319.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain.
144, St. Vincent Street, Glasgow

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY — FINANCIAL.
Cobalts a Specialty.
OTTAWA, Canada.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent.

	1907		1908		1909
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3	100	94	97	94	92½.91¾
" 3½ Reg.	100	98¾	102	98½	[illegible]
" 3½ Bonds ..	Iss.	1908	102	100⅛	102½.101½xd
Alberta, 1938	Iss.	Jan.	1909	—	101.99
British Columbia, 1917	102	98	100	96	105.103xd
Manitoba 4 % B'ds, 1947	102	98	102	98	102.100xd
Nova Scotia, 3½ ...	95	92	95	90	94.93
Ontario (Pr.) 3½	—			—	95.94
Quebec (Pr.) 3 ...	80½	80½	85½	81	85½.84½
Saskatchewan 4 %, 1949	Iss.	Nov	1908	—	101.100
Calgary (C.) 4½ Debs.	Iss.	1908	104	98½	105.103
Edmonton 4 %, 1915-47	Iss.	1908	108	103½	107.105
Hamilt'n(C.)4 Deb. 1934	104	98	102	98	102.100
Montreal(C.)4 Deb. 1932	108	100	107	99	105.103
Ottawa 4½ %, 1913	104	98	104	100	103.101
Quebec(C.) 4 % Debs. ..	103	93	103	99	102.100xd
Regina (C.) 5 %, 1923-38	Iss.	1908	107	101	108.106
St. John, N.B. 4 %, 1934	101	97	103	97	102.100
Saskatoon (C.) 5 %, 1938	Iss.	1908	105½	101	106.104
Sherbrooke(C.)4½ Deb., 1933	Iss.	1908	—	—	104.102
Toronto (C.) 4% Stg. Bds.	103	99	103	99	102.100xd
Vancouver (C.) 4 % Deb., 1947-8	Iss.	1908	101½	99	103½.102½
Victoria (C.) 4 % Debs., 1933-58	Iss.	1908	99½	98½	102½.101½
Winnipeg (C) 4 % Deb. ...	100	96	103	97	102.100
BANKS.					
B. N. A.	148½	155	147	141	154.152
Commerce	179½	158	171	155¾	204.203
Dominion...	243⅝	233½	225	221½	245.244
Imperial	225	217⅝	218½	218½	232.230
*Merchants	153½	150	166	151	171.169
*Molsons	215¾	205	207	195	201.200
Montreal	257	225	250	228	260.250
*Ottawa	222	212	208	200	210
*Royal	242	218	233	211	225.224
*Toronto	234	200	220½	204¾	217.215
INDUSTRIALS.					
Bell Telephone	145	115	143	115	151.149
Canadian Car Co.	Iss.	1909		—	71.70
Canada Cement Com. ...	Iss.	1909		—	27½.26⅞
" " Pref. ..	Iss.	1909		—	89½.88½
*Canadian Col. Cot. M...	55	50	50½	47½	60.59
Canadian G. El. C. ...	135⅛	77¾	108¾	86¾	116½.115½xd
*Canadian Marconi ..	—	—	1.70	1.50	—
*Consumers Gas	206	182	198	182	204.202
*Crow's Nest Pass Coal..	—	—	130	120	78.77
Dominion Coal Com. ...	60	37⅞	70½	37	93.92
* " " Pref. ...	103	85	112	85	120.117
Dominion I. & S. Com.	24½	14	25	12½	74.72
" " " Pref.	75	44	66½	36	141.139
*Dominion Textile Com.	67	40	47	42	73½.72½
* " " Pref.	107	78½	99	75	110½.109½
Electrical Devel. of Ont.	47	47	28	16	—
Halifax Electric	107	95	104½	87½	125.124
Internat. Coal & Coke...	93	90	79½	60	83.82
*Internat. Portland Cem.	—	—	122	106½	175
*Lake of the Woods Com.	90	65	98¾	71	155.154
* " " " Pref.	110½	99½	119	103	126
*Laurentide Paper Com.	93½	80	112	93	126.124
* " " Pref.	108½	98	118	101½	130
Mackay Co.'s Com. ...	75	42	77⅞	51¾	95.93
" " Pref. ..	71⅝	50	71	59¾	80.78
Mexican L. & P. Com.	57½	35	79½	45⅝	70.69
" " Pref.	—	—	108½	99	101.100
Mexico Tram	61	55	139	68½	127½.126½
*Montreal Cotton ...	128	103½	125	105	130.128
Montreal L. H. & P. ..	96½	79	113⅜	85	134.133
*Montreal Steel Com. ...	98½	75	83¼	60	105.104
* " " Pref. ..	106	92	112	92	118.115
Montreal Street	239	157	204½	170½	228.227
*Montreal Tele...	162	130	148	135	150.145
*Northern Nav.	104	79⅜	100½	83	145.122
N. S. Steel & Coal Com.	79	45	62	43	71.69xbon
* " " Pref.	20	106	119	108½	121
Ogilvie Flour Com. ..		—	116	102½	144.142
" " Pref ..	120	110	130	114	128.125
*Penman's Ltd. Com. ...	33	29	50	29½	59.58
* " " Pref. ...	80	80	132½	72½	85.83
Richelieu & Ont. N. ..	82½	48½	78	62	98.96
Rio de Janeiro T... .	46	26½	82	29½	94½.93½
St. John Ry.	160	110	125	110	101
St. Lawrence & Chicago Nav.	—	—	126½	109½	120
Sao Paulo	138½	98½	157	113	153½.[illegible]xd
Shawinigan W. & P. ..	56	45	81	55	104½.103¾
*Toronto Electric Light .	160	118	—		120.118
Toronto Ry.	115½	82½	115½	94	133.132
Winnipeg Elec.	186½	126½	171½	123½	187.186
W. Kootenay Power Bds.					110.108
RAILWAYS.					
Alberta Ry. .. .	[illegible]	[illegible]	114	82	[illegible]
" Deb.	[illegible]	[illegible]	[illegible]	89	105.103
Can. North 4 % Perp Deb.	[illegible]	[illegible]	[illegible]	[illegible]	95.94
C. P. R. ..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dominion Atl. Ord.	21	14	18	12	18.15
" " 5 % Pref	[illegible]	[illegible]	41	41	46.41
Gd. Trunk Pac. [illegible] M	[illegible]	[illegible]	[illegible]	[illegible]	[illegible].83½xd
" " 4 % Bds. "A"	[illegible]	[illegible]	[illegible]	91	96.94
Grand Trunk		[illegible]	[illegible]	14	[illegible]
" 4 % Guar...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 1st Pref. ...	122½	[illegible]	[illegible]	96½	104½.103½
" 2nd Pref. ...	114	100½	109	80½	94½.93½
" 3rd Pref. ...	76½	57½	61½	39½	53½.53¼
Minn. St. P. & S.S.M. Co	[illegible]	[illegible]	[illegible]		[illegible]
" " Pref.	[illegible]	[illegible]	[illegible]	135	162.157
Quebec Cent. N. Inc. ...	123	109	118½	110½	112.110
Quebec & L. St. John Inc.	42½	23½	30	22	—
White Pass	6⅝	4⅝	5⅝	85/-	4⅝-4
" " 5 % 1st Inc.	102½	96	101	97	102.100
" " 6 % Deb. ..	102	[illegible]	97	93	96.94

	1907.		1908.		1909.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	124⅝	113½	120	113⅜	152.148
*Canada Perm. Mort. ...	126½	111½	120¾	111¾	160½
*Canadian Savings & Lo'n	—	—	—	—	—
*Cent. Canada L. & S...	135	135	—	—	173
*Dom. Savings & Invest.	71½	70	—	—	71½
*Imperial Loan & Invest.	70	70	70	70	75
*London & Can. L. & A.,	108½	100	100	95	110
*Montreal Trust & Mort	132	132	132	132	132
*National Trust of Ont.	150	148	150	148	188
*Toronto General Trusts	150	145	150	143	165
*Toronto Mortgage ...	111	105	107	104	128
*Toronto Savings & Loan	112	110	126	110	126
LAND COS., Etc.					
Canada Co.	42	28	31	24	20.25
Can. North Pr. L. ...	47/6	30/-	45/-	32/6	46/3-43/9
Canada N.W.L.	$135	$65	$113	$65	$105.95
Hudson's Bay	118¾	71	92	73	104½.102½
S. Alberta	⅜	[illegible]	1 3/16	[illegible]	1⅜.1¼
Western Canada... ...	1½	1	1 3/16	15/16	1½.1⅛
BONDS.					
*Bell Telephone	106	100	104	98½	105
*Canadian Col. Cot. ...	98	92½	50	47½	100.99
Canadian Iron Corp. ...		Iss.	1908	—	101.100
Dominion Coal	100	90	94	87	102.101
*Dominion Cotton... ...	96	90	98½	91	105.103
Dominion Iron & Steel	80½	64½	80½	70½	99.97
*Dominion Textile "A"	92½	80	98	80½	98.96
* " " "B"	92	80	97	83¼	98.97
* " " "C"	92½	79	96¾	82	96.95
* " " "D"	92½	80	98	85	97.95
Electrical Devel. of Ont.	84	72	88	70	84.81
*Lake of the Woods Co.	108	100	117½	102½	112.110
Lake Superior Co. ...		Iss.	1909	—	91½.91
*Laurentide Paper ...	110	104	112	104	111.110
Mexican Electric Light	78½	70½	90	73¾	81¼.80¼xd
Mexican L. & P.... ...	84⅛	76⅞	90	80⅛	88½.87½
Montreal L., H., & P...	99¾	90	101	91¼	99.98
*Montreal Street	104½	97	100	95¼	100.99
*N.S. Steel & Coal 1st M.	111¾	106	110	103	109.108
* " " Consols	—		103½	99	110.109
*Ogilvie Flour Ord ...	119¾	105	113¼	105	115
" " 1st M. "B"	—	—	—	—	112½
Rio de Janeiro 1st Mort.	78⅝	67	92¼	72	97.96
Sao Paulo	138	94	97	90¾	102½.101½
Winnipeg	105⅛	99½	106	99	107.106
W. Canada Flour Mills	—	Iss.	1908	—	107.105

COBALT SHARES.

"*Canada*" *quotes the shares of those companies which are shipping ore.*

The following were the quotations at Toronto on December 24 :—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$3.50	2.50
Chambers-Ferland... ...	2,311,000	1.00	.41	.39⅞
Cobalt Central	4,761,500	1.00	.26	.25
Cobalt Lake...	3,930-866	1.00	.15	.14½
Silver Queen	1,500,000	1.00	.24	.22
Coniagas	4,000,000	5.00	5.65	5.26
Foster-Cobalt	915,518	1.00	.36	.33
Green Meehan ...	1,500,000	1.00	.13½	.12½
Kerr Lake	3,000 000	5.00	8.00	7.90
McKinley-Darragh ...	2,246,937	1.00	.83	.81
Nova Scotia	1,000,000	1.00	.44	.43
Peterson Lake	2,561,820	1.00	.22	.22
Right of Way	499,518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.13⅝	.13½
Temiskaming	2,500,000	1.00	.71¾	.71½
Trethewey	945.450	1.00	1.44	1.41
Nipissing	6,000,000	5.00	10.87½	10.75
	Nom. cap.			
La Rose	7,500,000	5.00	4.83	4.80
Watts	1,000,000	1.00	.23	.20
Crown Reserve . ..	2,000,000	1.00	4.10	4.06
Little Nipissing	1,000,000	1.00	.21⅝	.21½

Canadian Railway Revenue Statistics

Name of Railway.	Ten Days Ending Dec. 31.	Compared with Corresponding Ten Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$2,588,000	$378,000	—
Grand Trunk	£170,726	£16,898	—
Canada Atlantic............	£11,103	£1,582	—
Grand Trunk Western ...	£33,605	£2,190	—
Detroit Grand Haven...	£13,007	£4,394	—
Mexican	$206,200	$12,000	—
Mexican Southern	$30,587	$832	—
Quebec Central	$[illegible]	$577	

Business Announcements. — Messrs R. Nivison and Co., Bank Buildings, Princes Street, E.C., announce that Mr. Samuel Nivison, owing to his recent illness, has retired; and Major Guy Stewart St. Aubyn has been admitted into parnership.

PUBLIC NOTICES.

GOVERNMENT OF THE DOMINION OF CANADA.

LOAN FOR £4,000,000 FOUR PER CENT. STERLING BONDS AND STOCK, 1910-35.

The Bank of Montreal, Financial Agent for the Government of the Dominion of Canada, hereby gives notice that the PRINCIPAL of the above Loan will be Repaid at the offices of the Bank, 47, Threadneedle Street, London, E.C., on Friday, the 1st July, 1910, after which date it will cease to bear interest. Bonds bearing the coupon due 1st January, 1911, and talon for subsequent coupons, as well as Stock Certificates, must be left at the Bank for three clear days for examination, and will be taken in on or after 20th June, 1910. Forms of receipt will be sent out in due course, which will be required to be signed by the Registered Stockholder, and in case of joint accounts by all the Stockholders.

Provincial holders should deposit through their London Agents.

For Bank of Montreal.
F. Williams Taylor, Manager.

WESTERN CANADA CEMENT AND COAL COMPANY, LIMITED.

At the Meetings of First and Second Mortgage Debenture-holders, held in Ottawa on the 28th December, 1909, in accordance with Notices advertised in the *Times* of the 17th and 19th November, the Resolutions set out in the said Notices were carried unanimously.

The Bank of Montreal will now return (in exchange for the temporary receipts) the Bonds which were deposited with them for voting purposes.

Anglo-Canadian Finance Co., Limited,
London Agents.

6, Old Jewry, London, E.C.,
31st December, 1909.

ROYAL COLONIAL INSTITUTE.—Meeting at the Whitehall Rooms on Tuesday, January 11, at 8 p.m. Paper on "Irrigation in relation to Agriculture and Colonization" (with lantern illustrations), by C. W. Petersen, Esq., of the Irrigation Department, C.P.R. Sir Thomas G. Shaughnessy, K.C.V.O., will preside.

For particulars of membership, apply to—
James R. Boosé, Secretary.

Canadian Professional Directory.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 98.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO. 16, King Street West
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO
C. H. RICHES, Canada Life Building.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $6,000,000 (£1,232,876)**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
" (East)
" (South)
Canora
Carman
Carmangay
Claresholm
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - - £1,000,000
RESERVE FUND - - - 500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island, Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
" St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
" Union St.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver. B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard. Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,980,000
Reserve Fund and Undivided Profits	5.280,000
Deposits by the Public	42,600,000
Total Assets	57,300,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.*
EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office - OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* Sir EDWARD CLOUSTON, Bart., *Vice-President.*
E. B. GREENSHIELDS, Esq. Sir WILLIAM MACDONALD. R B ANGUS, Esq. JAMES ROSS, Esq.
Hon. ROBT. MACKAY. Sir THOS. SHAUGHNESSY, K.C.V.O. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - Sir Edward Clouston, Bart. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S. and one Sub-Branch.
HAMILTON, Ont.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston. Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville. N.B.
Medicine Hat, Alta.
Megantic, Que.
Moncton, N.B.
MONTREAL, Que., and nine Sub-Branches.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont., and two Sub-Branches.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, and two Sub-Branches.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.
TORONTO, Ont., and five Sub-Branches.
Trenton, Ont.
Tweed, Ont.
VANCOUVER, B.C., and one Sub-Branch.
Vernon, B.C.
Victoria, B.C.
Wallaceburg. Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man., and two Sub-Branches.
Woltville, N.S.
Woodstock, N.B
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

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NEW YORK, 31, Pine Street.
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Banking, Insurance and Finance.

Hudson's Bay Changes. We understand on the highest authority that it is probable that there will presently be some important changes in the directorate of the Hudson's Bay Company. From what we can gather, London interests not previously represented on the board are endeavouring to obtain a footing on the premier Canadian land company. In the meanwhile the price of shares has continued to advance, the price having this week been at the highest point recorded since 1907, when they were quoted at 118$\frac{3}{4}$. A year ago the price stood at about 30 points below the current quotation.

* * *

A Prominent Canadian Co.'s Investments. We are so frequently called upon to give advice as to the formation of Canadian trusts, that no apology is needed for referring to one formed by the board of directors of a prominent trust company. The institution to which we refer—the Trust and Loan Company of Canada—had, according to its last balance-sheet—recently dealt with in these columns—£200,086 invested in investments in Great Britain, as apart from its Canadian mortgages, etc. Of this total £83,616 was invested in British securities, but it is worth noting that neither Consols nor local loans figure in this list. The remaining £116,470 is distributed amongst Canada 3$\frac{3}{4}$ Per Cent. Inscribed stock—£3,587, Canada 3$\frac{1}{2}$ Per Cent. stock—£41,085, Province of Ontario 4 Per Cent. Registered stock—£15,600, Canadian Northern Railway 4 Per Cent. First Mortgage bonds (guaranteed by the Government of Manitoba)—£10,200, Canadian Northern Ontario Railway 3$\frac{1}{2}$ Per Cent. First Mortgage Debenture stock (guaranteed by the Government of Ontario)—£10,490, Canadian Northern Railway 4 Per Cent. First Mortgage Consolidated Debenture bonds (guaranteed by the Government of Manitoba) — £5,100 and Grand Trunk Pacific Railway Three per Cent. First Mortgage bonds (guaranteed by the Government of Canada)—£30,408.

* * *

A Ready-made Trust. Here we have a ready-made Canadian trust for, roughly, £120,000, which has been formed by the board of directors of one of the oldest trust companies doing business in Canada. It should be noted that this company possesses a highly trained staff of officers in Canada, competent to keep its directors well informed in all matters relating to Canadian investment conditions. Three points will impress themselves upon the reader: the faith the directors of this company have in the bonds of the Grand Trunk Pacific and the Canadian Northern Railway; the selection of issues guaranteed by either the Canadian or Provincial Governments; and the large proportion of the funds that are employed in Canadian Government securities—over £44,000, out of a total of £116,000. We have no hesitation in saying that a fund of, say, £10,000 invested in this list of Canadian securities is absolutely as safe as if it were reposing in Consols, whilst the yield is, of course, much larger. For £10,000, a nominal amount of £12,000 Consols could be purchased, which would give an income of exactly £300. Now, we will divide the same amount—£10,000—equally in the following Canadian selection—all of which, be it noted, are included in the Trust and Loan Company of Canada's list:—Canada Government 3$\frac{1}{2}$ per Cent. Registered stock, Canada 3$\frac{3}{4}$ Per Cent. bonds, Canadian Northern Railway 4 Per Cent. First Mortgage bonds (guaranteed by the Government of Manitoba), Canadian Northern Ontario Railway 3$\frac{1}{2}$ per Cent. First Mortgage Debenture stock (guaranteed by the Government of Ontario), and Grand Trunk Pacific Railway 3 Per Cent. First Mortgage bonds (guaranteed by the Government of Canada). The total purchase-money of the Canadian list is approximately £9,700, and the interest produced £355, as against the £300 yielded by the British security, or a gain in favour of the former of £55, or over $\frac{1}{2}$ per cent. If we invest the odd £300 in Canada 3$\frac{3}{4}$ per cent., we get an additional £11, increasing the difference in favour of the Canadian Trust to £66, or over $\frac{5}{8}$ per cent. We commend this selection to those desirous of investing £5,000 or £10,000 in high-class Canadian securities. If it is required to limit the sum to £5,000, all that is necessary is to halve the amounts of the various stocks included in this model Trust.

* * *

Ontario's Reply. It is altogether to the good that steps are being taken to further explain to the British investor the attitude of the Ontario Government with regard to that much-vexed question, the hydro-electric power policy of Sir James Whitney and his colleagues. So far in London, apart from statements by Sir James himself, we have only heard the views of the critics of the Ontario Government; and as although *ex parte* statements are never worthy of credence, are liable to mislead public opinion unless dealt with promptly and fully, we are glad that one prominent London paper—the *Standard*—which has already done much for Canada, has published lengthy extracts from the exhaustive reply of the Ontario Government to the petitions to the Dominion Government to disallow its hydro-electric power legislation. From the first, as our readers will remember, we have regretted the conflict of public and private interests, and hoped that a *via media* would be found which would avert a bitter struggle between the Ontario Government and those capitalists who provided the funds for the development of Niagara's power potentialities. We hope that this will yet be possible, for whilst it is, of course, an exaggeration to say that Ontario's credit has been damaged, it is nevertheless quite true that an energetic Press campaign, if persisted in in Canada and at home, is not a good advertisement for that Province. We strongly advise those who have an open mind, and are anxious for enlightenment on the important questions at issue, to obtain a copy of the report prepared by the Attorney-General for Ontario, which has just been addressed to the Dominion Government. It is a masterly exposition upon the subject which has caused so much bitterness in both Canada and the Old Country, and also upon the larger question of the legislative powers of the Provincial Governments.

* * *

Opposition to the Quebec and Lake St. John Scheme. Although it is not until Friday next, the 14th inst., that the Prior Lien First Mortgage and Income bondholders of the unfortunate Quebec and Lake St. John Railway Company meet to officially consider their position, the scheme for the reorganisation of the bonded capital of the company, and the proposals of the Canadian Northern Railway Company, it is already obvious that a determined opposition will be offered to the scheme as at present outlined, viz., a scaling down of the First Mortgage bonds to 60 per cent., and the Incomes to 10 per cent., in a new Consolidated Debenture stock, to be created and guaranteed by the Canadian Northern Railway. At a meeting of the First Mortgage and Income bondholders, held on Monday, a resolution was passed to the effect "that the proposals for cutting down the rights of the bondholders, while reserving to the Ordinary shareholders their right to all future surplus profits, was inequitable, and could not be entertained," and a committee was formed to protect the interests of the bondholders. The course suggested by the trustees seems to be the reasonable one, viz., that as neither they nor the bondholders are in possession of any late information as to the condition of the road, or in regard to the accounts, the proposals put forward should be extended for sufficient time to enable the bondholders to thoroughly investigate the present financial position, etc., of the road, and it is to be hoped that a resolution favouring this course will be adopted at the forthcoming meeting, unless in the meantime the bondholders can be satisfied that the position is such that the offer had better be accepted. The Canadian Northern Railway might be well advised to give favourable consideration to the suggestion made to increase the proportions of the new Consolidated Debenture stock to be given to both the First Mortgage and the Income bondholders. Probably a comparatively small addition to the amounts offered would induce both classes of bondholders to agree to the scheme for the reorganisation of the company's bonded debt.

* * *

'Ware Bucket-Shops. We have of late received so many circulars and so-called "financial" newspapers issued by the bucket-shop fraternity that it may be as well to offer a few words of warning to those of our readers who are approached by these plausible gentry. We wish to say at the outset that there are quite a number of outside brokers in London whose methods are above suspicion, and these should not be confounded with the crowd of bucket-shops which have recently come into existence. Subtle as are the methods of these cover-snatchers, they are practically identical. They either publish a plausible market report periodically, or a so-called "financial" newspaper, which is merely a glorified circular, the contents and information in both cases being tainted. As a rule, these firms advise out-and-out gambling on the cover system in some form or other, or they have the "call" of a few thousand shares in some worthless company, the prospects of which are practically nil. Recipients of these effusions should either throw them into the waste-paper basket or send them to us for our opinion. As we like to keep track of these energetic parasites, we advise the latter alternative, as it enables us to follow their machinations, and save readers of *Canada* from getting into their clutches. Even a few dubious Canadian enterprises have lately been hawked about the country by outside brokers, and a reader sent us a packet of circulars the other day from a mushroom firm which recommended the purchase of shares in a Cobalt concern which is nothing more nor less than a sheer gamble. The safest course to pursue in all cases is to seek the advice of those who are in a position to offer it. To subscribe to the various speculative schemes recommended by, or to gamble with these bucket-shops, leads inevitably to disaster, and those vain regrets which are the sure fate of all who fall a prey to their specious promises of easily earned profits or 100 per cent. dividends.

CANADIAN CROP RETURNS.

The Manitoba Department of Agriculture's final crop bulletin for the year contains the report of the live stock, crop, poultry, and farm buildings. One regrettable feature is the decrease noted in the average of wheat and barley, but that is attributed to the efforts being put forth by farmers in more summer fallowing and crop rotation with the object of destroying noxious weeds. Oats and flax, however, show a marked increase in acreage. There is a noticeable increase in both quantity and quality of potatoes, also in the acreage and yield of cultivated grasses. Stock raising is also progressing very satisfactorily, with the exception of sheep, which appear to be going back each succeeding year.

TOTAL GRAIN CROP OF MANITOBA.

The total grain crop of the Province is 113,504,482.2 bushels, as compared with 113,058,188 bushels last year. The total acreage under grain is 4,646,614 acres, while the total under all crops is 4,777,210 acres. Up to December 1 the farmers had marketed 61.1 per cent. of their wheat, or 27,994,949.553 bushels.

The total area prepared for the crop in 1910 is 2,171,102 acres, while the total area prepared last year was 2,273,802 acres. In 1908 the estimated amount expended in farm buildings was $2,054,490, while last year it was $2,589,780.

The farmers marketed 3,002,633 pounds of butter during the year at an average price of 19.9 cents per pound, which totals $599,318.25.

NOVA SCOTIA.

During the year 1909, says a report issued by the Nova Scotia Department of Agriculture, the Province produced the following crops:—

Crop.	Acreage. Acres.	Yield per Acre. Tons.	Total. Tons.
Forage Crops and Fodder Corn	3,300	11	36,300
Hay	640,000	1.5	960,000
		Bushels.	Bushels.
Oats	138,000	30	4,140,000
Wheat	20,600	20	412,000
Barley	10,600	23	243,800
Buckwheat	18,000	26	468,000
Beans	3,100	20	62,000
Peas	1,500	24	36,000
Potatoes	45,500	200	9,100,000
Turnips, Mangles, Carrots	20,000	515	10,300,000
Apples for home and foreign consumption, barrels			725,000

The following figures show the yield as compared with that of 1908, and also as contrasted with an average crop:—

	Compared with 1908. Per Cent.	Average Crop. Per Cent.
Hay	86	85
Oats	100	95
Wheat	98	81
Barley	93	84
Buckwheat	85	82
Indian corn	100	95
Potatoes	100	110
Mangles	98	90
Turnips	106	90
Peas, Beans, etc.	96	90

Wherever pastures have been good live stock is reported in good condition, and hence general condition of live stock is considerably above average. There has been an increase of from 3 per cent. to 5 per cent. in the amount of dairy products.

THE DEMAND FOR LABOUR.

From the report it appears that more labour is needed. Wages continued about the same as in 1908—viz., $12 to $25 per month, with board, for yearly engagements; from $25 to $35 in summer per month, without board, and from $1 to $1.50 per day in the busier seasons. An increasing number of farmers are recognising the importance of providing winter work in the stables, as well as summer work in fields, so as to make it profitable to hire good, efficient men for the whole year.

* *

A STRIKING INSTANCE OF CANADIAN CRAFTSMANSHIP.

A very beautiful inlaid table has just been presented to the Vancouver Museum by its designer and maker, Mr. J. Sinfield, of Vancouver. The table is octagonal, standing on a central octagonal pillar.

The table is inlaid with about 2,600 pieces of wood, seventeen varieties, rich in colour and so harmoniously arranged that the table is very rich and bright, being employed. The design includes a representation of the *Beaver*, the first steamship to round the Horn. The oak used in the design is the actual oak from the *Beaver*, which was eventually wrecked on the British Columbian coast. A number of beavers also appear on the table top in various places. The names of Captains Cook and Vancouver are inlaid in the table, with the dates of their birth and death, and the names of the vessels *Discovery* and *Resolution*, so intimately associated with Pacific exploration. The centre of the table is emblazoned with a Maltese cross, and around it is the white ensign of Great Britain, the Canadian red ensign, with the crest of British Columbia, maple leaves, and other designs. The margins around the table are of Australian rosewood, though Canadian woods are used for most of the designs.

As a bit of art craftsmanship this table is a credit to Vancouver, where it has been made. Infinite patience is exhibited in the workmanship, combined with skill and taste. The Art and Historical Society much appreciate Mr. Sinfield's valuable gift, which is a great addition to the museum.

McGILL UNIVERSITY DURING 1909.

Further Endowments Required.

Dr. Shepherd, Dean of the Faculty of Medicine at McGill, reported at the last meeting of the Corporation that arrangements were under way for a re-union of the graduates of that faculty, to be held next June, in conjunction with the formal opening of the new medical building. It is intended to have the convocation for the conferring of degrees in medicine at the same time.

The advisability of organising a re-union of the graduates of all faculties in 1911 or 1912 is under consideration, and a large committee was appointed by the Corporation to take the preliminary steps towards this end. The ultimate purpose of the movement is to organise the graduate body as an alumni association, to encourage closer relations between the University and the alumni without reference to faculty divisions, and to bring about a re-union at stated periods, as may be found expedient.

THE UNIVERSITY'S YEAR.

The annual report spoke of the numerous changes that had taken place in the staff.

The donations reported included $50,000 from Mr. Robert Reford, as well as $25,000 from Mr. R. B. Angus, $15,000 from Sir George Drummond, $10,000 from Dr. Milton Hersey, $100,000 from Mr. Andrew Carnegie, and $5,000 from Dr. James Douglas. Besides these there was the subscription of $450,000 given by Lord Strathcona, the Chancellor of the University, as well as $50,000 to be used for endowment purposes.

"Apart from buildings" (says the report) "the main requirements of the University is for such endowments as shall enable it, first, to avoid the recurrence of an annual deficit, now amounting to from $40,000 to $50,000, and then, having secured its footing on the ground already won, to march forward to the new conquests to which it is invited by the advance of knowledge in all departments of study and research.

"College residences, as at present existing in Toronto, are badly needed, and few gifts would be more acceptable to the University at the present time than that of a building to accommodate, say, one hundred students. The cost, including site, need not exceed $200,000. In regard to salaries, it may be reported that a sum equal to Mr. Reford's gift, was, towards the end of the session, put at the disposal of the University for a like purpose by Lord Strathcona, as part of a larger donation which will be recorded later."

* *

AMHERST WINTER FAIR.

The Amherst Winter Fair has been far superior to those of previous years, both as regards the number and quality of exhibits. There were 1,943 entries, as against 1,663 in 1908. These included dairy cattle, beef cattle, sheep, swine, poultry, dressed carcases, fruit, seed, and honey. The Winter Fair affords an excellent market for exhibitors. One Nova Scotian sold over £200 worth of stock. A two-year-old dairy heifer sold for £26; the dressed hogs brought 5d. per lb.; beef carcases, 5d. per lb.; mutton, 5d. per lb.; lamb, 5½d. per lb. The dressed poultry was shipped up to the Montreal market, and brought 7d. per lb. undrawn. The Hon. Sydney Fisher, Minister of Agriculture in the Dominion Government, who is a practical farmer, emphasised in his address the fact that nowhere in all Canada were there such home markets as here. Halifax, Sydney, New Glasgow, and Amherst afforded the very best possible market, and these provinces were qualified to supply, not only the local demand, but also a surplus for export. He considered the method of mixed farming, as carried on in Nova Scotia and the other Maritime Provinces to be far superior to growing grain exclusively as is the practice in the West.

* *

CANADIAN SPORT.

At a recent meeting of the Royal St. Lawrence Yacht Club, it was decided to authorise Messrs. C. H Routh, W. C. Finley, and F. W. Sherwood to sign articles for a series of races for the Seawanhaka Cup, with the Manchester Club, of Manchester, Mass., to be sailed in July on Massachusetts Bay. Mr. J. P. Black, the Rear-Commodore of the club, has already promised to build a boat, and it is more than probable that a syndicate will be formed to build another, and, with the *Thorella III.* as trial tackle, the club will have a very formidable trio. The first race in the series will be sailed in Massachusetts Bay on July 25.

* *

A NEW IMPERIAL JOURNAL.

Hitherto the Journal of the Royal Colonial Institute has only appeared during eight months in the year (the period of the Institute's session), and its contents have been limited to reports of meetings and reviews of books. Increased in size and extended in scope, the journal will henceforward be published monthly, under the title *United Empire*, this being the motto of the Institute. The first number appeared on January 1, under the editorship of Mr. Archibald R. Colquhoun. It is hoped to cover the whole field of Imperial activities. Commercial and farming questions will receive attention. Mr. Colquhoun is qualified to conduct such a review. Besides having held important public appointments in various parts of the Empire, he has travelled very widely, and is the author of a number of important works.

During the two weeks ended December 18, over 37,000 parcels and over 60,000 money orders were sent from Canada to the United Kingdom. These figures are the largest ever recorded in Canada.

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

A. J. (Pall Mall).—We have seen the prospectus. The board is a good one, but we have not a high opinion of the scheme, and should certainly not advise you to participate in the underwriting, for we are very doubtful as to whether the public will subscribe the necessary capital.

"READER" (Liverpool).—Write and ask Messrs. Kitcat and Aitken, of 120, Bishopsgate Street Within, to send you a copy of their monthly report. This will give you all the information you desire, including highest and lowest prices for 1908 and 1909.

"SUBSCRIBER" (Leamington). — We are sorry you got entangled in the meshes of this firm; we exposed them directly they issued their series of flamboyant advertisements, which were obvious traps for the unwary. Consult your solicitor, although we do not advise you to throw away good money after bad. You should avoid bucket-shops for the future.

S. J. P. (Wolverhampton).—See answer to "Subscriber." These people run a bucket-shop. We have no hesitation in advising you to avoid them, for although you might get a few pounds profit at first, eventually you would be fleeced. The "financial" paper in question is not a newspaper in the ordinary sense, but a glorified circular, and the advice and information it gives is tainted.

T. J. H. (Glasgow).—Such investments are, of course, highly speculative, as they depend entirely on growth of town. The price you mention is not excessive if lots are well located in growing portion of town, and would permit of large profit if town grows even to 1,500 or 2,000 population. A letter addressed to the Manager, Bank of Commerce, at town in which your property is located, would probably procure you your desired information. However, why put all your eggs in one basket? Melville, Watrous, Wainwright, and Scott are all divisional points on G.T.P.R., and may all grow.

EMIGRATION.

R. E. B. (Cheltenham).—You can book through to Montreal and land from the steamer either at Halifax, St. John, Portland, or New York, depending upon what steamship line you take. After April you can have a steamer direct to Montreal either from London, Liverpool, or Glasgow. The Grand Trunk Railway runs through trains from Portland with Pullman cars attached, making the journey in about eleven hours.

GENERAL.

G. C. F. (Weymouth).—The population in 1871 was 3,689,257, according to the census taken in that year; in his Budget speech last month, Mr. Fielding estimated the present population at 7,450,000.

J. P. (Richmond).—The two "Fathers of Confederation" still living are Sir Charles Tupper, Bart, G.C.M.G., C.B., born July 2, 1821, and Senator A. A. McDonald born February 14, 1828. Sir John Macdonald died June 6, 1891.

R. W. (Sheffield).—The principal stations on the newly opened Grand Trunk Pacific Railway between Winnipeg and Edmonton, a distance of 666 miles, are Portage la Prairie, Rivers, Melville, Watrous, Earl (Saskatoon), Biggar, Scott, and Wainwright. Zelma is 23 miles west of Watrous and 431 miles west of Winnipeg.

A. T. G. (Bridlington).—The Governors-General since the Confederation of the Dominion in 1867 have been as follows:—1867-1869, Viscount Monck; 1869-1872, Lord Lisgar; 1872-1878, the Earl of Dufferin; 1878-1883, the Marquess of Lorne; 1883-1888, the Marquess of Lansdowne; 1888-1893, Lord Stanley of Preston, afterwards Earl of Derby; 1893-1895, the Earl of Aberdeen; 1898-1904, the Earl of Minto; 1904——, Earl Grey.

ENQUIRY COUPON.

"CANADA," No. 209, Jan. 8, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

DIARIES FOR 1910.

The year 1910 is already heralded by the issue of Messrs. Charles Letts and Co.s well-known diaries. Published in some hundreds of editions and in a variety of shapes and sizes, for office or private use, they may be said to represent the last word in diary production; and, though it may seem that this particular kind of publication scarcely lends itself to the introduction of novelty, yet Messrs. Letts year by year contrive to present in an ascending series a multitude of little devices all making for an increase of utility and convenience. Perhaps the chief feature of this year's issue is the "Peerless" combined pencil sharpener, a "refinement" which should prove an acquisition to every pocket diary. The self-opening tablet and the insurance given in their diaries are also features that have now become thoroughly identified with the Letts' editions. The art metal calendars issued by the firm, although extensively imitated, are far and away ahead of all similar productions. Altogether, Messrs. Charles Letts and Co., the only "Letts" now engaged in diary publishing, easily maintain the premier position, which a century's trading has conferred upon them.

REAL ESTATE SALES.

The Union Bank of Canada has purchased the site at the corner of King and Bay Streets, Toronto, and will erect there immediately a modern banking building, at a cost of about $200,000.

School lands sales for the season are now over, and 330,000 acres have been sold in the three western provinces, realising $3,600,000. Manitoba sales realised three-quarters of a million dollars, the interest on which goes to the school funds of the province.

In the Creston district of British Columbia a quantity of fruit land has changed hands recently. Among the purchasers are Edmonton capitalists, who have purchased 62 acres at $78 per acre, with the intention of laying it out as a fruit farm.

Mr. A. Bowder, of St. Mary's, N.B., who is now visiting the Old Country on behalf of the Government of New Brunswick, to organise a means of making the Province better known, has sold his farm, which contains upwards of 100 acres under cultivation, for $8,000.

The Government did not give any financial assistance to McCurdy and Baldwin in their experiments at Petawawa, but the Department of Militia and Defence placed the camp grounds at their disposal, lent the services of one or two engineer officers and men, and also erected a shed for the temporary housing of the aerodromes.

In the *Nineteenth Century and After* for January, Sir Bampfylde Fuller, first Lieutenant-Governor of Eastern Bengal, writes upon "The Indian Responsibilities of Liberal Politicians." Charles Tuchmann, a German with forty years' residence in England, discussing "Germany's Real Attitude Towards England," discounts the idea that Germany's desire for a war dictates her naval policy Stephen Gwynne, M.P., in "The Making of a Poet," deals with the work of James Stephens and William H. Davies, the life story of the latter of whom is one of the strangest. Much else of interest is included in the issue.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending December 17, and also for the corresponding week last year:—

	lbs. 1909.	lbs. 1908.
Buffalo	41,826	84,980
Beaver	51,470	-
City of Cobalt	60,000	
Cobalt Central	43,120	
Crown Reserve	102,504	120,000
Kerr Lake	180,360	
King Edward	42,500	
La Rose	524,896	195,000
McKinley-Dar.	—	115,800
Nipissing	257,781	130,760
O'Brien	64,100	—
Right of Way	61,491	62,100
Silver Queen	—	67,000
Silver Cliff	—	44,000
Temiskaming	—	60,000
Trethewey	—	131,000
Wettlaufer	116,700	—
Totals	1,489,748 (744 tons)	1,010,640 (520 tons)

BRITISH COLUMBIA.

The mining returns for the week ending December 17 are as follows:—

BOUNDARY.	Tons.
Granby	28,759
Mother Lode	10,912
Snowshoe	2,845
Total	42,516

ROSSLAND.

Centre Star	3,158
Le Roi No. 2	727
Le Roi No. 2, milled	260
Le Roi	205
Velvet	34
Total	4,484

SLOCAN-KOOTENAY.

St. Eugene	828
Blue Belle	314
Richmond-Eureka	34
North Star	99
Yankee Girl	36
Whitewater	22
Silver Cup	141
Van Roi	33
Emerald	25
Cork	21
Granite Poorman	33
Molly Hughes	41
Queen, milled	420
Granite Poorman, milled	250
Whitewater Deep milled	700
Kootenay Belle, milled	—
Second Relief, milled	145
Nugget, milled	110
Blue Belle, milled	900
Total	4,222

SMELTER RECEIPTS.

Granby, Grand Forks	28,759
Consolidated Trail	8,813
B.C. Copper, Greenwood	10,912
Total	48,484

The Canadian Department of Mines has published a "Report on the Iron Ore Deposits along the Ottawa (Quebec side) and Gatineau Rivers," which has been compiled by Mr. Fritz Cirkel, M.E.

Chambers' Journal for January contains a readable contribution entitled "Some New Pen-Portraits of Carlyle," by A. Stodart Walker. The remainder of the features are of the usual excellent standard.

Mining Properties.—Timber Berths. Investments.

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956, Nicola St.,
VANCOUVER, B.C.

Cable Address: "RUHTRA," Vancouver

CANADIANS IN LONDON.

The following have registered at the Office of the High Commissioner, 17, Victoria Street, S.W.

Mr. and Mrs. Clarence A. Gagnon, Montreal—Waverley Hotel
Ernest Girardot, Sandwich, Ont.—8, Bloomsbury Street, W.C
J. R. Quain, Ottawa "Chaudière," Friars Falls, Acton, W.
Joseph T. Clark, Toronto—Waldorf Hotel
W. W. Vickers, Toronto—36, Victoria Street, S.W.
Mrs. Ternan and family, Halifax—49, George Street, Portman Square.
Dr. and Mrs. D. C. Thompson, Winnipeg—39, Oakley Square, N.W.
Dr. and Mrs. K. Campbell, Bruce Mines—39, Oakley Square, N.W.
Mrs. Brock and the Misses Brock, St. John, N.B.—79, Gloucester Terrace, W.
Mrs. N. J. Hoad and Mr. E. J. Hoad, Calgary—West Central Hotel.
Miss Mabel Webster, Winnipeg—Russell Hotel.
Mr. and Mrs. James Porter, Winnipeg—Ivanhoe Hotel.
R. J. Wicksteed, LL.D., Ottawa—39, Bessborough Square, S.W.
D. B. Thomas—12, River Court Road, Ravenscourt Park.
Harry E. Davis, Montreal—34, Downs Park Road, Dalston.
Walter Abrahams, Montreal—Canadian Pacific Railway Company.
James Gibson, Vancouver—"The Maples," Redhill, Surrey
P. W. F. Vidal, Cobalt—The Savoy Hotel.
D. Bruce Macdonald, Toronto—Russell Hotel
Robert Darling, Toronto—Hotel Victoria.
Donald Ross, Barrie, Ont.—Hotel Cecil.

The following has registered at the Office of the Agent-General for Ontario, 163, Strand:
Leslie A. Davidson, Toronto—Savoy Hotel.

The following Canadians have registered at the office of the Agent-General for British Columbia, Salisbury House, Finsbury Square:
Fred J. Fulton, Kamloops—Sedgwick, Kendal
W. A. Jowett, Nelson—42, Charleville Mansions, Baron's Court.
A B. Clabon, Vancouver—Savoy Hotel.
Dr. J. Douglas Hunter, Victoria—3, Upper Bedford Place.
R. M. Palmer, Victoria—141/146, Dashwood House.
A. H. Morten, Vancouver—Manor House, Auckland Road, Upper Norwood.
T. Hayes Sheen, Golden—46, Stanhope Gardens.

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THE MAGAZINES.

This month the *Cornhill Magazine* attained its jubilee, and presents a special and enlarged number for the occasion. On the one hand it contains the customary poetry and fiction, the latter including an instalment of "Canadian Born," by Mrs. Humphry Ward. The special material, on the other hand, appropriately opens with "The First Editor: and the Founder," by Lady Ritchie, with portraits of her father and Mr. George Smith, and facsimiles of two letters from Thackeray to Smith; and concludes with an "Envoi" from Mrs. George Smith. Mr E. T. Cook writes on "The Jubilee of the *Cornhill*" (with the facsimile of a proof corrected by Thackeray); Mr. Arthur C. Benson on "Essays at Large"; Mr. W. E. Norris on "Leslie Stephen, Editor"; and Mr. Stanley Weyman on "James Payn, Editor" (with a facsimile letter); while Dr. W. H. Fitchett tells "How I Came to Know the *Cornhill*." This material gives in effect the history of the magazine's career for the fifty years of its existence, recounted by those who are best qualified to tell the story, each in his own *genre*.

* *

The *Strand Magazine* Overseas Supplement includes an article upon the building of the Grand Trunk Pacific through the Rockies, which is illustrated by some good photographs. Among the "Overseas Wit and Humour" is the following story of the Canadian Premier:—"Sir Wilfrid Laurier tells a story of being present on one occasion at an Indian talk, when a man drove up with a barrel of whisky. An old Indian, who was sitting by fixed his eye on the barrel, and, after looking earnestly for some time, said:—

"Sir Wilfrid, do you know what is in that barrel?"

"Why, it's whisky, I suppose," said Sir Wilfrid.

"No, not so," said the Indian; "there's about a thousand songs and fifty fights in that barrel."

* *

Canadians will find in George W. Smalley's contribution—"Anglo-American Memories"—to the January issue of the *Pall Mall Magazine* an interesting reference concerning the much-discussed question of the annexation of Canada by the United States. In the course of his paper the writer recalls Earl Grey's famous speech in New York, when his Excellency said:—"There is no more reason for discussing the annexation of Canada by the United States than for discussing the annexation of the United States by Canada." There is much said in praise of Earl Grey, all of which every Canadian will appreciate as being well deserved. The magazine contains a large number of well-illustrated stories and articles, and is well worth its price.

* *

Professor A. P. Coleman, of the Department of Geology of Toronto University, writes in the January issue of the *Canadian Magazine* of "The Interglacial Beds at Toronto," and illustrates his article with some interesting photographs of finds of prehistoric remains. There are many more valuable articles, as well as much readable matter in the shape of fiction and poetry.

* *

Fry's Magazine for the current month opens with an article upon "The Quorn Hunt and Its Followers," by Arthur W. Coaten. In the light of the present revival of boxing, the reminiscences of Mr. Eugene Corri, the well-known referee of pugilism, are very interesting. The issue includes much more attractive reading regarding all branches of sport.

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PATRIOTIC BALLET AT THE ALHAMBRA.

"Our Flag," the new ballet at the Alhambra, is both wonderful as a spectacle and as an allegory of Imperial patriotism. The first scene illustrates the union of the Norman and Saxon races under the cross of St. George, to which are eventually added Scotland and Ireland, and the Union Jack is formed. The scene closes with the laying of the crowns of England and Scotland and the Irish harp upon an altar bearing the inscription "Pro Patria." The second scene is even more imposing in its depiction of the reception of the Over Seas Dominions by Britannia. The Spirit of each of these makes its entry to the music of its own national air and attended by dancers in costumes indicative of their nationality. The climax is reached with the entry of the Spirit of Canada who, with her attendants, is dressed in Indian costume carried out in a colour scheme of white and silver. The significant introduction of a *pas de trois*, in which Canada flirts with John Bull and Uncle Sam, is not without interest, and her final choice of the former is, it is to be hoped, prophetic. Representatives of the troops of the Empire illustrate its unity for defence, and the ballet closes to the strains of "Rule Britannia," with an impressive tableau of Britannia seated on a lion-guarded throne with the Over-Seas Dominion grouped around their several flags

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STEAMSHIP SAILINGS.

ALLAN LINE.—From Liverpool to Halifax and St. John:—
January 14.—R.M.S. *Corsican.*
January 21.—R.M.S. *Hesperian.*
February 4.—R.M.S. *Tunisian.*
From London to Halifax and St. John:—
January 20.—S.S. *Corinthian.*
February 2.—S.S. *Sardinian.*
February 16.—S.S. *Pomeranian.*
From Glasgow to Halifax:—
January 15.—S.S. *Numidian.*
January 29.—S.S. *Ionian.*
February 12.—S.S. *Pretorian.*
C.P.R. LINE.—From Liverpool to Halifax and St. John:—
January 28.—R.M.S. *Empress of Britain.*
WHITE STAR DOMINION LINE.—From Liverpool to Halifax and Portland:—
January 13.—S.S. *Dominion.*

The January issue of *Cassell's Magazine* is full of excellent fiction, including a short story of Western Canada, by Emily P. Weaver, entitled "The Little Mother of Mary's Ferry."

WHERE TO STAY.

TORONTO (Canada). The Queen's.
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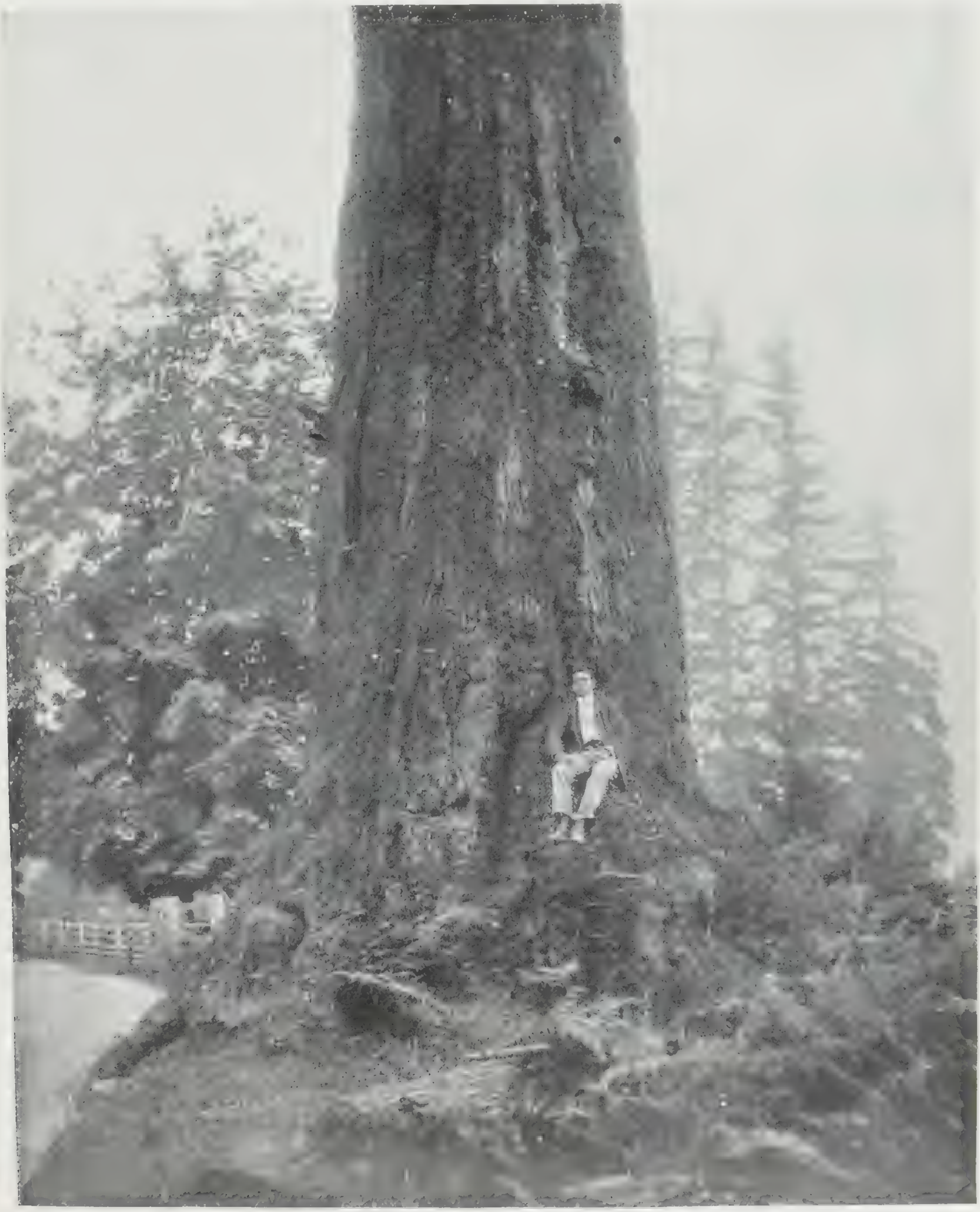
CANADA

No. 210. SATURDAY, JANUARY 15, 1910. Vol. XVII. 6D. WEEKLY.

BIG TIMBER ON THE PACIFIC COAST.



A DOUGLAS FIR AT DUNCANS, VANCOUVER ISLAND.

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FOR ALL INTERESTED IN THE DOMINION
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NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

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WAKE UP, ENGLAND!

"YOU have an opportunity now, but you may not always have it. It is my duty to say that—not in any spirit of defiance, not with any idea of uttering threats—but I say to you, with the utmost solemnity, you may not always have that opportunity. Seize it now, while there is yet time. Realise, as we realise overseas, at all events, the full meaning of the strength of the bundle of sticks. Bind that bundle now, while you may. Bind it by the strongest of all ties. That affection which some people sneer at is going to be the strongest thread when you do bind it."

With these stirring words Sir Cornthwaite Rason, ex-Premier of Western Australia and ex-Agent-General for that State, concluded an earnest address to the electors of Sheffield last week. This Australian statesman seems to us to have voiced the urgent desire felt by all Dominions overseas that the electors of Great Britain should realise the deep interest taken by us all in the elections that will begin this Saturday, and the anxiety we all feel lest they should lose sight of what to us is of the utmost importance, namely, the chance that is now offered to them of "binding the bundle of sticks" to use Sir Cornthwaite Rason's graphic simile.

The citizens of Greater Britain have the greatest affection for the Mother Country. It is difficult to say why we have it, but we have it, strongly implanted in us; and though it has been sorely tried from time to time by the action of thoughtless politicians we cannot call them statesmen who have flouted us and boasted of doing so, still we cling to the Mother Country, in the belief that the Radical and Socialistic demagogues who have, of late, had too much to do with the direction of England's affairs, do not represent truly the people of the land we all love. Sometimes that belief gets shaken a little, and we almost wonder whether the England of to-day is the Old England we have been taught to love and revere.

Only a few months ago the Government were stirred up to consider the question of naval defence. The outcry in the country was too strong to be ignored. The Government admitted that they had been deceived as to the country's security, and took steps--inadequate steps in the circumstances—to insure British supremacy on the sea that had been seriously threatened. The Dominions overseas one and all, when they understood that there was a feeling of alarm in the Mother Country, came forward with offers of assistance. New Zealand, Australia, and Canada all showed that they fully realised that British supremacy at sea was a vital question, and that unless it was maintained there would be an end to the Empire.

Having thus rallied loyally round the Mother Country, can we be blamed if we feel a sense of disappointment (to use a mild expression) at the spectacle presented to-day in England by one section of the public, at any rate, of the question of the needs of the Navy completely ignored? Much more popular with the ignorant masses seems to be the cry of "Down with the House of Lords!"—a senseless, stupid cry, born of Socialists and nursed by Radicals. The Lords have resolved that before they pass a Socialistic Budget, the people must be appealed to. Therefore, it seems, they are to be abolished. Mr. Lemieux, the Canadian Postmaster-General, was present in the House of Lords when the vote was taken on the Budget. What is his opinion of that much-abused assembly? He says:—"They talk of the decrepitude of the Lords. Why no country in the world can produce such an array of learning, wealth, and general ability as was gathered on that memorable day in the House of Lords at historic Westminster."

We look, in vain, through the speeches of Radical politicians for any Imperial sentiment. Even the Prime Minister sneers at "Colonial" Preference, and stuffs his audience with stale old shibboleths about food being dearer if imports are taxed for revenue. Then, too, we are told that nowhere is the working-man so well off as in England—where there are tens of thousands out of work and starving. And British audiences can be found to cheer claptrap of this kind, and to hoot and howl down a man who ventures to speak to them of Imperial affairs, and of the need to look beyond their little island. The masses would rather listen to the demagogue utterances of Mr. Lloyd George, whose politics seem to consist of a total want of patriotism and of a vindictive desire to plunder the Peers and others who have the audacity to oppose his wild Socialistic finance.

We look back ten years, and remember that while Mr. Lloyd George could scarcely conceal his delight at a British reverse in South Africa--at least he sat in the House of Commons hobnobbing with the Irish Members who exulted when news of a Boer victory arrived many of the sons and grandsons of the much-reviled Peers -and even some Peers themselves gave their lives for their country in that war. In England patriotism is sneered at by ignorant mobs whose appetites for plunder have been whetted by unscrupulous politicians, and in Ireland to-day open treason is tolerated. What can we with all our longing to see the Mother Country the same grand Old Country, the birth-place of all freedom and liberty, and the giver of free institutions to Dominions overseas think when we find tolerated in Ireland a man who has not only fought against the British in South Africa, but openly vilifies Irish regiments that behaved with such magnificent valour that Queen Victoria founded the Irish Guards in their honour? The Radicals are at the heels of the Irish Nationalists, who in their turn are dependent on the Irish-Americans for funds. Hence it is that a traitor like the man to whose utterances we have referred is tolerated. Britons beyond the seas have, indeed, cause for anxiety when we see rampant everywhere want of patriotism and greed for plunder, and the people of the Old Country at the feet of blatant demagogues. However, we earnestly hope that commonsense and patriotism will prevail and prove our fears to be groundless. It is not always that the party who makes the most noise wins.

NOTES OF THE WEEK.

"Mutato Nomine." Some of our Canadian contemporaries, in commenting on the British elections, lay themselves open to the charge of selfishness. In sympathising with the Radical "Free Traders" in Great Britain, they seem to forget that Canada has herself gone through the same conflict as is now being waged in the Mother Country. Twenty-five years ago Canada had a Free Trade Government in power. Business was restricted, many factories were shut down, and thousands of men were out of employment. Then the cry of "Protection" was raised by Sir John Macdonald, and he appealed to the country to support him. There was the same outcry made about the probable increase in the cost of living that is now being made in England. But the working men of Canada paid, as a correspondent of the *Daily Mail* puts it, little heed to the suggestion of a dear loaf in his eagerness for better wages, better social conditions, and constant employment, and Sir John Macdonald was triumphantly returned to power. Now we have had many years of Sir Wilfrid Laurier's rule, and the Liberal party in Canada would no more think of doing away with tariffs and returning to the policy of free imports than they would of joining themselves to the United States—which was practical politics once. Wherefore, since Canadians—Liberals and Conservatives alike—have found the benefit of tariffs on imports—indeed, Canada has prospered marvellously on them—it is surely a selfish policy to advocate the denial to the British working men of the benefits which Canadians enjoy. More especially is this true when we remember that the tariff in the Dominion is very high compared with those which it is proposed shall be imposed by the Motherland.

* * *

Libelling Canadians. The interest taken by Canadians in the British elections is so generally apparent that the British Radicals cannot afford to neglect it. Wherefore the *Manchester Guardian*, the great mouthpiece of the party in the North of England, has, periodically, long screeds from its Ottawa correspondent explaining that Canadians are setting their hopes on the Asquith Government being returned to power. Anything more calculated to drive the thin edge of the wedge of separation between Canada and the Mother Country, than the message dated Ottawa, December 27, in the Radical organ it would be difficult to find. It is absurd and libellous, too, to represent Canadians as fearful lest they should lose their rights of self-government if statesmen like Lord Milner and Lord Charles Beresford had their way. This egregious correspondent, whose letter might well have been written in Manchester for all the conviction it carries as representing Canadian opinion, says:—"The present Government in England respects our position, and, even in the important matter of Imperial defence, favours decentralisation and the independence of the local unit." Well, we should have thought that any Canadian who remembered the "slammed, banged, and bolted door" incident, would wonder where the "respect" came in. Again, is it not absurd for this correspondent to say "even in the important matter of Imperial Defence," when he knows quite well that the present British Government would not have moved in the matter at all had it not been that the people had been so stirred by the revelation of the Government's neglect of the Navy, and the consequent danger to the country, that something had to be done. If the fiscal policy of the Imperialists is to end in "all manner of evil results, including the disruption of the Empire," will the Ottawa correspondent of the *Manchester Guardian* tell us how the Old Country is to reciprocate Canada's preference?

* * *

The Colonial View. In its attempt to minimise the importance of the Tariff Reform issue, the *Daily Chronicle* of Monday drags in a paragraph headed "The Colonial View" under the caption,

THE ISSUE.
Only One Great Question for Decision.

The paragraph is a quotation from the *Toronto Daily Star*, and its introduction is preceded by the statement:—"Our Colonies view with alarm the new pretensions of the peers, and recognise that should the Lords win we enter upon a revolution which will shake the foundations of the Empire." But the *Toronto Star*, in a later issue, also says: "Apparently some efforts are being made by party newspapers in England to represent Canada as on one side or the other. The intelligent British elector must be expected to know that no man, no Government, no newspaper, has the right to speak for Canada." As regards the question of Tariff Reform, the *Toronto Star*, though identified with what remains of the Free Trade party in Canada, suggests that, to have taken sides upon a question in which we are "disinterested, though we are not uninterested," "would certainly have been regarded as selfish." The truth is that, from Sir Wilfrid Laurier downwards, the preponderating belief is that the reorganisation of the British fiscal system in the direction of protecting the output of British labour at the expense of the foreigner would benefit both Mother Country and Colonies alike, especially those food-producing portions of the Empire, the untilled territories of which could, by the increased employment of British capital and labour, more than supply the entire needs of the United Kingdom.

* * *

Confusing the Issue. As the election campaign develops, the signs accumulate that in those constituencies where the artisan class preponderates, what the audiences are most interested in hearing about is "Tariff Reform." What we have personally observed in Battersea, and in Bethnal Green (where Dr. Molson is waging a keen fight against the late leader of the Progressive party in the London County Council, Sir Edward Cornwall) is confirmed by reports from similar constituencies in the provinces. Moreover, it is noticeable that as the polling days draw nearer the leading Ministerial orators make more and more energetic efforts to limit the issues to that of the Peers v. the People, by inflaming class prejudices, and dwelling upon inconsistencies in the existing Second Chamber and defects in the system of land tenure, which thoughtful men of all parties are quite anxious to see remedied. The conversion of the erstwhile Liberal Free Traders, many of them prominent manufacturers, is proceeding so rapidly that the battle of Fair Trade promises to be won more speedily than was that of so-called Free Trade in the Forties. Whatever may be the result of the General Election of 1910, it now seems certain that at another appeal to the country at no distant date the straight issue of Tariff Reform—for or against—will have to be decided.

* * *

What Tariff does. The American Department of Commerce and Labour publishes official statistics showing that owing to the Canadian tariff one hundred and forty-seven branches of American factories have had to be established in the Dominion. These factories are all now in operation in Canada, and they represent an invested capital of £25,000,000. When we remember that these factories use Canadian material and employ Canadian labour, the boon conferred by the tariff is obvious. Suppose for a moment that these factories had not been established in Canada. Their output would in that case have been produced in the United States, the work being done by American workpeople, and would have been sold in Canada. Another instance of the benefit of a tariff is afforded by the Fiat Motor Car Company, whose works are in Italy. Finding that the tariff militated against its trade in the United States, the company is shortly going to open a factory in that country and thus compete on level terms with American manufacturers. The United States will reap the benefit of the employment given to American workpeople. Mr. Hollander, the American manager of the Fiat Company, in an interview with a newspaper correspondent, said that there was no need for the company to open a factory in Great Britain, since that was a Free Trade country. They could make all the cars needed for England in Turin, and employ Italian labour. Mr. Hollander added that possibly, if Tariff Reform was adopted in Great Britain, a factory would have to be established there, too. Here is matter for reflection for those who still urge that Cobdenism is the best policy for the Old Country. It is not often that we get such an excellent concrete example of what England loses by her persistence in her antiquated trade policy.

* * *

Canada Not Yankeefied. In the past few years every now and again some hurried visitor to Canada returns to the Mother Country with the dreadful intelligence that the people of the Dominion are becoming "thoroughly Americanised." This melancholy accusation is intended to be one of bitter reproof, and those who make it are full of reproachful indignation against the Dominion and Provincial Governments for encouraging and cultivating the "American Invasion," which has been such an important and valuable factor in the settlement and development of New Ontario, the three Prairie Provinces, and British Columbia. The North American continent, of which Canada forms a part, differs in many ways from the United Kingdom, and the older countries of Europe, in social, climatic, and business conditions, and the

Canadians are very wisely adopting in their social and business life any feature that commends itself, no matter from what country it originates. In this way the general body of the people attain to a higher standard of living and of comfort than obtains among a similar class in any country of the Old World. The dissatisfied critics of Canadian manners and methods, for the most part, pick out insignificant points in Canadian routine life for invidious comment. As, for instance, the system of steam-heating in houses and hotels is a frequent cause for complaint. The natural reply is that it is suited to the climate, and that people who use it would not go back to the more primitive methods of older countries. Canada has, however, one great safeguard against becoming seriously Americanised, and that is to be found in its banking system. The controllers of the purse-strings are the men who exercise the greatest influence on the life of any country. The great Canadian banks carry on their dealings with their customers on the most approved and conservative principles of Scottish banking and while this is the case there is little possibility of the even tenour of Canadian life in the large cities degenerating into the mad whirl that demoralises New York, Chicago, New Orleans, St. Louis, San Francisco, and some other cities of the United States. No, Canada will never become Americanised while its excellent and sound banking system remains as it is.

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A Patriotic Scheme of Colonization.

"While it is true that the American, and, for that matter, the European, settler usually becomes a good Canadian, it does not by any means follow that he invariably becomes an enthusiastic Imperialist. The foreign-born Colonist leaves home because he sees greater opportunities for himself and family in Canada. It is not to be expected that he can divest himself of the ties of sentiment and loyalty to his native land, however ardently he may admire Canada and Canadian institutions, and gradually have his mind prepared for the reception of the Imperial idea. Canada can do little more than create loyal Canadians out of her adopted sons." In these words Mr. C. W. Peterson, in his lecture at the Royal Colonial Institute on the C.P.R. Colonization Scheme, summed up the question of what is called the "American invasion." The only way to nullify the effects of this "invasion" is for the Mother Country to send to Canada from Great Britain the kind of men who are needed. Wherefore the C.P.R. scheme is very welcome. While it would be foolish to expect anything but businesslike methods from a great corporation such as the C.P.R.—indeed, if the scheme were not on a business footing it would be foredoomed to failure—it seems to us that the company is showing a far-seeing patriotism in putting forward its scheme for settling British people on its land. For it must be remembered that it could get as many Americans as it needed to-morrow.

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Crooks and Cranks.

The *Hamilton Herald* has something to say to Mr. Will Crooks, the Labour M.P. for Woolwich, who has been spending his holiday in making an extensive tour of the Empire. (It must be pleasant to be a Labour M.P.). Mr. Crooks made the strange declaration: "The Colonial Preference is laughed to scorn wherever I have been when it is mentioned that preference will raise the price of food. Canadians and New Zealanders, and, so far as I have gone, Australia, have emphatically declined to accept any preferential system having such an effect." The *Hamilton Herald* wonders where Mr. Crooks got this idea when he was in Canada. He could not have got it from Sir Wilfrid Laurier, with whom he had an interview, nor from Mr. Fielding, the Minister of Finance. It seems a pity that Mr. Crooks, who made a brief stay in Canada, should have been misled with regard to Canadian opinion. The vast majority of Canadians are sensible enough to realise that the British people are the best judges of their own interests, and that they will not favour any policy which they do not believe to be in their own interests. Again, is it not ridiculous to represent Canadians as so foolishly altruistic and self-sacrificing as to refuse to accept special trade favours in the British market, if such favours are voluntarily extended by the British people, and to reject such favours because of their fears that the British people would injure themselves by granting preferential treatment to Dominions over-seas? We are afraid that this is a little too far fetched, and we must refer Mr. Will Crooks to the Horse Marines, or to the Ottawa correspondent of the *Manchester Guardian*, who will, doubtless, swallow the whole fairy story.

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Trotter's Defence.

We have received a copy of the second report of Mr. W. R. Trotter, the British representative of the Trade and Labour Congress of Canada. Mr. Trotter first appeared on his mission to England in December, 1907, being despatched thither to conduct an anti-emigration campaign. Mr. Trotter, in making his second report—we understand, by the way, that he is not to return to England would have us believe that there is widespread unemployment in Canada, that trade is bad, and that immigrants are lured from their homes by false promises and delusive prospects. He scatters his blame broadcast, and among others *Canada* is quoted as questioning his figures as to unemployment in the Dominion. We did, and do still, think that Mr. Trotter's mission was against the best interests of the Dominion, and, therefore, unpatriotic. Having started on such a mission, Mr. Trotter had to justify himself, and to bring all the figures he could get to prove his assertions. His figures differed materially from those we received from correspondents and those officially publishd. Mr. Trotter fought stoutly for his cause—a cause we hold to be inherently bad—and although we think his mission was harmful to the Dominion's welfare, we miss in him a sturdy opponent with whom it was often our pleasure to cross swords.

NEWS BY CABLE.

Sir W. Laurier on the Canadian Navy.

Speaking at the formal opening of the Ontario Club, Ottawa, the new social headquarters of the Liberal party in the province, Sir Wilfrid Laurier dealt almost exclusively with Canada's naval policy. He said that many nations in the Old World had gone war-mad. Canada's unexampled and splendid position of being a nation under the British Crown had founded new problems—the newest problem being that of defence. The Parliament of Canada had unanimously declared that the time had come when Canada should bear a share of the burden entailed by the defence of the Empire. There were questions of the security of commerce, the protection of Canada's coasts, and the warranty which Canada's actions would give of trying to secure the peace of the world, because all nations knew that Canada did not desire any aggrandisement and did not seek any other object than the defence of their own interests. This was what Canada meant when Parliament unanimously resolved upon forming the nucleus of a Canadian Navy.

Some Canadians wanted an immediate contribution to the British Navy, the reason for their urgency being that danger of invasion by Germany was imminent. In 1912 the British Navy would have a displacement of more than 2,000,000 tons, and the German Navy of about 1,000,000 tons. This disparity was too great to justify the statement that danger was imminent. He knew something about the position in Germany, but there were some things which he did not know. He did not know what might be at the back of the head of the German Emperor. It might be that he was preparing for war; it might be that he was preparing for an attack. But he doubted very much whether it was the Emperor's intention to attack the Royal family from which he sprang. If there be war, he had only this to say, that in Canada they maintained that the naval supremacy of Great Britain was essential to the security of commerce. It was a pledge to the world, and if England was in danger—he could not believe she was in danger, but if she were strongly pressed—all he could say was that there would be a wave of sentiment all over Canada to go to the rescue of the Old Land. They must prepare their own Navy. That was the position, and he thought it would be approved by the people of Canada.

Parliament re-assembled on Wednesday after the Christmas recess. The Government's Naval Bill is the first order. It was stated that, owing to the regrettable illness of Mr. Brodeur, Sir Wilfrid Laurier would probably present the measure to the House.

Dominion Revenue Returns.

The revenue for December shows an increase of £310.000, and for the nine months of the fiscal year an increase of £2.218.500, says the *Times* Ottawa correspondent. The net debt is £64.550.000, a decrease in the month of £138,000.

The Typhoid Epidemic in Montreal.

Sir Hugh Graham, who has taken an active part in the organisation of the emergency typhoid hospital in Montreal, has received a telegram from Lord Strathcona announcing a contribution of £5.000 to the hospital. Lord Strathcona says that he will gladly contribute £20.000 to the substantial fund which has been raised by the citizens of Montreal for the purpose of eradicating the causes of these epidemics, as has been done so satisfactorily in other great centres of population. The *Montreal Star* has also offered £20,000 to the typhoid fund if it becomes necessary for the citizens to take up the question after the election of the new Council on February 1. Lord Grey visited the temporary hospital recently, and expressed his appreciation of the splendid work accomplished by the citizens' committee in so short a time.

Regarding the outbreak, a correspondent writes:—

"The grave outbreak of typhoid which has occurred in the most populous city of Canada, and is calling forth the sympathetic attention of the large number of residents in the United Kingdom who know Montreal, seems likely to have the good effect of welding all the varied elements of its population together in the determination to have a better system of municipal government. The report of Judge Cannon, alluded to in previous issues of *Canada*, clearly showed the evil of introducing racial and political differences into civil life. At the time of the meeting of the British Association in Canada, many of the writers pointed out the absolute necessity of establishing a filtration plant in a city which drew its water supply from such sources as does Montreal. The comments of all the latest public prints of the city before us indicate that not only the Health Department, but other portions of the City administration urgently need reforming.

A cable from St. Paul states that the strike on certain American railways touching Canadian western territory has terminated.

CANADIANS IN THE GENERAL ELECTION:

Some Interesting Election Addresses.

THE General Election now taking place in Great Britain is attracting an unprecedented amount of attention, especially in the Overseas Dominions, where the importance of the issues at stake is fully appreciated. It is recognised that rarely before have such burning questions been before the electors Indeed, the return of either party will see the introduction of legislation which will change the policy of the country in many matters. Among the candidates who are taking part in this momentous fight are several Canadians. Some are fighting to hold the seats which they have already filled, while others are attempting to capture constituencies for the first time.

MR. BONAR LAW ON TARIFF REFORM.

Mr. A. Bonar Law, who is one of the most prominent debaters on the Unionist side, has been a member of the House of Commons since 1900. He sat for the Blackfriars Division of Glasgow from 1900 to 1906, and from 1902 until Mr. Balfour's Government went out of office he was Parliamentary Secretary to the Board of Trade. In the late Parliament he represented the Dulwich Division of Camberwell, for which constituency he is again standing. He is a New Brunswicker by birth In his latest election address Mr. Bonar Law says:—

"The policy of the Government is entirely destructive. Their first act would be to destroy, not in name but in fact, the House of Lords, and to establish single-chamber government in this country—a system so extreme that it is not adopted by any great nation in the world, however democratic. . . . . The policy of the Government is, in fact, to plunge the country into a sea of revolution the end of which no one can foresee, but which would certainly be disastrous to trade, industry, and employment in the United Kingdom.

"The policy of the Unionist party is constructive. If we are returned to power our first duty will be to radically change the fiscal system under which this country has suffered so long. The effect of Tariff Reform will be simply to secure for our own workmen and our own manufacturers a preference in the first place on our own home market, and, in the second place, on the over-sea markets of the British Empire. Such a preference would give a feeling of security to the home producer, would attract energy and capital to home industries, would stimulate production, and by stimulating production would do much to remove the ever-present evil of unemployment, the removal of which would in itself be the greatest of all social reforms. It is also part of the policy of the Unionist party, as announced by the leader of the party, to settle a larger proportion of our people on the land, not in accordance with the method which has been forced upon the present Government by their Socialist supporters of making the small holder the perpetual tenant of the community, but by enabling him to become the absolute owner of his holding, by giving him the stimulus which comes from the pride of ownership—the one method which holds out any prospect of real success. Our naval supremacy is a vital necessity for us. The Unionist party will maintain that supremacy at any cost and at any sacrifice."

SIR GILBERT PARKER'S IMPERIALISM.

Another of the well-known Overseas Unionist members of the Imperial House of recent years has been Sir Gilbert Parker, who has represented Gravesend in the Unionist interest since 1900. Sir Gilbert is perhaps best known as an author, for he has produced many notable books at an average rate of one a year since 1889. In addition to his native knowledge of Canada, where he was born, he has travelled in Australia, among the South Sea Islands, in the East in Europe, and Egypt. In seeking the support of his constituents at the present election Sir Gilbert, in his address to the electors, says:—

"To-day the Unionist party under Mr. Balfour is a solid phalanx of Tariff Reformers, who are determined to secure for our country fair exchange of goods with foreign nations, and to meet tariff attacks by tariff defence. . . . By securing better terms of entry into foreign markets for British goods, by making foreign nations pay toll at our gates, and by putting a stop to dumping, the output from our factories will be increased, unemployment will be lessened, the downward course of our working classes towards destitution and the casual ward will be stemmed, and ample revenue for administration, for social reform, and for Old Age pensions will be secured. . . . . While England is engaged in a life and death struggle with the vast industrial power of nations like the United States and Germany, the Liberal party go to the country with a policy of despair. . . . The present Administration have, in effect, told our Colonies to make their commercial treaties and to take their trade elsewhere, although every Colony except Newfoundland has given us preference in her markets—a preference which, in the case of Canada alone, represents many millions of wages a year to British workmen. . . . . We propose to promote Imperial union and to strengthen the position of England in the diplomacy of the world."

MR. HAMAR GREENWOOD'S BATTLE WITH THE LORDS.

On the other side of the House Mr. Hamar Greenwood, who has sat as the senior member for York since 1906, has been prominent, especially in attempts to obtain the abrogation of the embargo on Canadian cattle. He is the son of a barrister-at-law, and was born at Whitby, Ont. He is a B.A. of Toronto University, and now practises as a barrister in London. In the address to the electors of York, which is made jointly by Mr. Greenwood and Mr. Rowntree, attention is drawn to the action of the House of Lords, who "have infringed the privileges of the House of Commons and have usurped the prorogative of the Crown." The address continues

"What has tempted the Lords to take this high handed course? The answer is clear. It is their dislike of the Budget. They see that Protection masquerading under its latest alias of Tariff Reform, will have no chance of national acceptance if this great measure, with its ample and growing provision for the needs of the nation, is passed into law."

The candidates also suggest the admission of women "to the responsibilities of citizenship," and conclude as follows:—

"We ask this historic city, by returning us to Parliament, to vindicate our ancient Constitution, to secure the privileges of the people against the encroachments of the peers, to support the Government in their beneficent policy of social endeavour, and to share in their coming triumph at the polls."

MR. ALLEN BAKER ON "INTERNATIONAL BROTHERHOOD."

Another member of the late Parliament is Mr. Allen Baker, who is again contesting as a Liberal East Finsbury, which seat he first won in 1905. He is a Canadian by birth, and an engineer by profession. In his address to the electors he says:

"In the direction of propagating amity and goodwill among the nations of the world I have made considerable personal efforts, having organised an interchange of visits between representatives of the religious organisations of Germany and this country, with a view to the promotion of peace. There are many evidences that these visits, which had warm approval in the highest Government circles in both countries, have had a far-reaching influence and have been productive of much good.

"The rejection of the Budget was the culminating act in thwarting the wishes of the people, as expressed through their elected representatives, and is an unprecedented and unconstitutional proceeding of a revolutionary character. Especially would a policy of Protection damage the import and export trade of London, the greatest port in the world, and the workers of East Finsbury would be amongst those who would suffer most heavily from its effects.

"Not only Europe and the United States, but what is more important to us—all our self-governing Colonies are watching with apprehension the result of the present election. The opinion of the Colonies, where the Lower Houses have the untrammelled control of financial matters, has been expressed by all the leading journals, which have without regard to party voiced their universal surprise at the undemocratic action which threatens to revolutionise the character of the 'Mother of Parliaments.'"

Mr. Baker also supports the extension of the suffrage to women, and concludes:—

"Peace is the greatest British interest, also the great world problem. It can only be preserved on a lasting basis by a policy of national righteousness, and the desire to co-operate with other nations in the spirit of international brotherhood."

MR. DONALD MACMASTER CRITICISES THE BUDGET.

Mr. Donald Macmaster, who is contesting the Chertsey Division of Surrey in the Conservative interest, is a prominent Canadian barrister, and has been connected with several Canadian *causes célèbres*. He has written a stirring election address, of which the following are the chief points:—

"First and foremost I am in favour of an invincible Navy, which is essential to guarantee national safety, our world-wide commerce (including our supplies of food and of raw materials), and the integrity of our Empire.

"The greatest domestic question that confronts us is the question of unemployment, and a solution for that is not to be found in the Budget or in any other proposals of the present Government. I believe that the root cause of much of the misery, hopelessness, and hunger that permanently exist in this country is attributable to our one-sided system of trade—miscalled Free Trade—a system under which protected foreign labour displaces home labour, without contributing a penny to the British Exchequer. The Budget does nothing to promote national industry or labour. It is class legislation in its worst and most vindictive form. It taxes the luxuries of the poor. It does not tax the luxuries of the rich. It obstructs the transfer of land. It is ruinous to the building and all allied trades. It paralyses enterprise and destroys security. It confiscates property. It delivers the whole assault of taxation against the British taxpayer, while the foreigner, who imposes heavy tariffs in his market against our productions, is a non-paying and welcome guest in ours. In my opinion, the Lords were well justified in referring the Budget to the supreme masters of both Lords and Commons—the people.

"I am opposed to the disruption of the United Kingdom. Home Rule would be calamitous to Ireland and a constant source of weakness to the Empire. I am strongly in favour of a closer union and of preferential trading between the Mother Country and the great and growing Overseas Dominions, now prospering under tariffs that encourage investment, and guarantee employment and local markets.

"I am in favour of religious teaching in the schools, and of the right of the parent to have his children taught in his own faith, and by teachers who believe what they teach."

DR. MOLSON ON UNEMPLOYMENT.

Dr. J. Elsdale Molson, who is standing as a Conservative in the North-East Division of Bethnal Green, is a member of the well-known Canadian family of his name. He has, however, spent the greater part of his life in England. In his election address he says:

> "I stand for Tariff Reform, which is the only remedy before the electorate for unemployment. . . . . The foreigner uses our markets without contributing to our revenue, but imposes heavy tariffs in his markets on our goods, to aid his revenue, and so lighten his own burden of taxation. It must be apparent to all that if the millions of pounds' worth of manufactured goods annually imported were made in this country, it would mean an enormous increase of work and wages for our own workmen, and relief to those in work who have to maintain those out of work. . . . The House of Lords has acted as a Second Chamber in the Constitution, and in a thoroughly democratic manner in referring the Budget to the decision of the people of the country. It cannot honestly be said that this is a conflict between the peers and those to whose judgment they have appealed for guidance. . . . . Mr. Balfour's policy of small ownership would help to get the people back to the land. . . . . I am in favour of dealing equally with all schools, and of allowing parents the right of deciding the religious faith in which the child shall be taught. Our Navy must remain supreme at all costs, as this means our very existence as a nation. Colonial preference would contribute still more to bind together and maintain our Empire, and, if possible, I should like to see that policy gradually developed, until we have a real and genuine mutual Free Trade co-operation within our own Empire.

THE HON. J. MARTIN A "CONVINCED FREE-TRADER"

The Hon. Joseph Martin, an ex-Premier of British Columbia, and prominently identified with the extreme section of the Liberal party in Dominion and Provincial politics, is standing for East St. Pancras in the Liberal interest. It will be remembered that he unsuccessfully contested the Stratford-on-Avon Division at a by-election last year. In his address to the electors Mr. Martin says:—

> "In my opinion there is only one issue before you at the coming election, and that is: 'Shall the House of Lords control the government of this country?' I am in favour of abolishing that House and providing for an elected Second Chamber. . . . . I am against 'Tariff Reform' and Colonial Preference, and am a convinced Free Trader."

Another Canadian candidate is Mr. A. C. Forster Boulton, who was returned for the Ramsey division of Huntingdonshire in 1906. He, too, is a barrister, who has practised in both the Dominion and the Old Country.

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LAND GRANT LAWS IN CANADA.

Some Misconceptions Rectified.

Mr. W. D. Scott, the Canadian Superintendent of Emigration at Ottawa, has written to the Editor of *The Economist*, pointing out the error of certain statements made in a recent issue of that journal. Mr. Scott says:—

"While the article apparently is for the purpose of warning the emigrant without capital, and the 'get-rich-quick-imaginaries' to study the Canadian land laws before embarking for Canada, the article also asserts the view that the Canadian land laws are constantly suffering important and restrictive modifications, rendering very difficult the acquiring of a homestead by an ordinary settler. This is not the case. The principle of the Canadian homestead law remains virtually the same as it has always been, namely, a three-year term, involving cultivation of the homestead and residence thereon for six months in each year. The homesteader is not required to commence duties for six months after entry. He is allowed to absent himself from the homestead for six months in each year, and in the case of sickness, calamity, etc., may secure additional protection. The residence requirement of the law, which is its most important feature, has not been increased.

"The Department has had a somewhat difficult situation to deal with in the matter of administration, on account of the immense increase in the value of Western lands. This has incited men who are not agriculturists, and have no intention of becoming such, to attempt to secure valuable lands under homestead entry, and to hold the lands under entry until such time as by influx of settlement they should become valuable. 'Shacks' are thrown on the land and attempts made to evade the duties or to perform them perfunctorily, thus creating a condition of speculative and non-resident homesteading, which seriously hampers the development of a district. This situation is dealt with by a process of cancellation proceedings. The Department does not, however, usually take the initiative in cancelling, but if the duties are not being performed, any one who is prepared to perform them may apply to have the entry cancelled. The Department reserves the right to cancel, and the entrant has sixty days to defend his entry or to reinstate himself, and each case is dealt with on its merits. A bona-fide homesteader endeavouring to do his duties has nothing to fear from the land law or administration. At the same time impecuniosity and unfitness, as pointed out by *The Economist*, are not favourable conditions for success. Every intending emigrant is cautioned by the Department to read the literature, which calls attention to the essentials of success in homesteading.

"The Dominion Lands Act of September 1, 1908, was passed for the purpose of consolidating and properly defining the law and practice. As already stated, it left the main features of the homestead provisions as they were. It introduced additional privilege by way of pre-emption provision, and purchased homestead provision, applicable to a certain restricted area. It also widened the privilege which the homesteader had of living with his parents in the vicinity instead of on his homestead, to include also his residence with his brother or sister, son, or daughter, if any of the latter were living on a homestead or on land owned by them within nine miles. It also facilitated the acquiring of patent by the legal representatives in the case of deceased homesteaders. It eliminated co-operated farming residence in hamlets, and charges against homesteads, none of which provisions had been found satisfactory in operation. Since that date there have been no amendments to the Dominion Lands Act."

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THE SWAN RIVER DISTRICT OF MANITOBA.

Opportunities for Mixed Farming.

There is a demand for labour in Canada which would go a long way towards remedying English unemployment. This was very clearly demonstrated in an interview given by Mr. Charles W. Banks, a farmer from Thunder Hill, in the Swan River district of Manitoba, to a representative of *Canada* last week. "What the West needs," said Mr. Banks, "is men. The dearth of labour is tremendous. I have been told that last summer 12,000 acres in Saskatchewan were unharvested for want of men. Of course, these figures may be exaggerated, but they give an idea of the situation.

Mr. Banks himself is paying a visit to England after an absence of seventeen years, and one of his objects in so doing is to get a couple of men who are willing to work and who understand horses. Men with these qualifications, even though ignorant of machinery, can command $250 a year and their board at the outset in Manitoba. Such wages as Mr. Banks pointed out are in striking contrast to that of farm labour in the Old Country.

Mr. Banks was one of the first to settle in the Swan River district when it was opened up in 1898, making the journey from Winnipeg through Treherne in a "prairie schooner," and had witnessed the rapid development of the place. To-day the homesteads are all taken up, and the school lands are finding a ready sale, so high a price as $35 an acre being realised for the best land. Mixed farming was very general, and was gradually replacing single grain production; 18 car loads of hogs alone had been shipped from Thunder Hill to Winnipeg last summer. In conclusion, Mr. Banks stated that, from what he could gather, land in Manitoba compared very favourably with that of the other Prairie Provinces, and he himself considered that the Swan River district was the best in that Province.

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THE ANGLICAN CHURCH OF CANADA.

Bishop Farthing, speaking at the dinner of the Federation of Churchmen's Associations in Montreal last week, said that the Anglican Church of Canada was absolutely independent of the Mother Church in England. Although the Canadian Church had the deepest veneration for her, she had nothing to do with the struggles of the Church across the water.

WHERE SETTLERS ARE WANTED.—WHEAT FIELDS ON THE BANKS OF THE SWAN RIVER, MANITOBA.

PROGRESS IN NEWFOUNDLAND: THE EXTENSION OF RAILWAY BUILDING No. 1.

By P. T. McGRATH

(Special to *Canada*.)

CONDITIONS are so encouraging in Newfoundland in all phases of industrial and commercial endeavour that the Government of Sir Edward Morris has resolved upon the construction of branch lines of railway which will increase by fifty per cent. the existing railroad mileage of the island.

The history of railway building in Newfoundland goes back nearly thirty years. The original railway line was eighty-five miles in length, and skirted the shores of Conception Bay, the most populous section of the colony. As usual in such cases, it was early predicted that the railroad would never pay for the axle grease used on the wheels, but in due course the falsity of this prediction was demonstrated. The next experiment in railway construction was a branch from this line to Placentia, on the south coast, connecting with steamers operating along that stretch of seaboard. Following upon that came the project for a railroad through the interior to Notre Dame Bay, the copper-producing district of the island, which road was destined to stimulate enterprise in that direction. It not alone did this, but it served to create several important lumbering enterprises; and when the road had been carried thus far, it was determined to continue it across the island to the nearest point in Cape Breton and connect the through line with the Intercolonial Railway at Sydney.

This policy was ultimately carried out and a railroad of 560 miles was completed in 1898. A fast steamer of special construction, the *Bruce*, making seventeen knots and accommodating 200 passengers, was constructed and put upon this route to serve as the connecting-link between the island and the Canadian continent. The construction of the main line of railroad was undertaken by the late Sir Robert Reid, of Montreal, and the operation of this system is being carried on by his sons in the corporate capacity of the Reid Newfoundland Company. They likewise operate seven other steamships, in addition to the *Bruce*, these boats serving various sections of the coast, and also Labrador, giving thoroughly satisfactory service

The railroad system, however, as it now exists, does not provide railroad accommodation for the several peninsulas which exist through the configuration of the island, and the present project is to build branch roads in these peninsulas connecting with the trunk line. The branches are as follows:

One in the peninsula separating Bonavista and Trinity Bays, about seventy-five miles in length.

One in the peninsula separating Trinity and Conception Bay about sixty-two miles in length

One in the Ferryland Peninsula between St. John's and Cape Race, seventy miles in length

One in the peninsula separating Bonne Bay from the Placentia Bay, fifty miles in length

One extending from the trunk line on the west coast to Bonne Bay and serving the whole of the north west peninsula, it to be about forty-two miles in length

These several branches, which will be constructed within the next four years, and which will represent 300 miles of road in the aggregate, will bring every section of the island into direct proximity with the capital through the agency of the main line

The roads are to be completed at a cost of $15,000 a mile, and besides constructing them, the Messrs. Reid also undertake to operate them for a period of about forty years, this being the unexpired term of their operation of the trunk line under the terms of the contract of 1901 which provided for such operation They are to be paid for the operation of the branches in land at the rate of 4,000 acres of selected lands per mile, this comparing proportionately with 5,000 per mile for fifty years' operation of the trunk line

The construction of the branches will be undertaken by local labour. It is found by the experience of the past thirty years that the Newfoundlanders make as satisfactory navvies as can be found anywhere in the world. Indeed, they are now being sought for such work in various parts of Canada. The rate of wages to be paid them has been fixed at $1.50 a day, which, small as it may appear to American and Canadian ideas, is nevertheless 50 per cent. in advance of the rate paid during the construction of the trunk line. A beginning has already been made with the Bonavista branch, which is expected to be completed in the autumn of 1910, after which the other branches will be taken up in succession. As each of these will employ some 2,500 men for the season, it goes without saying that this will contribute very largely towards the maintenance of prosperity and good times in the island, as it will lessen the number engaged in the fisheries and the catch of cod in proportion, so that the price for this staple will be high. In consequence of this, the railway labourers will secure a substantial return through that form of employment

(*To be continued*)

THROUGH THE INTERIOR OF NEWFOUNDLAND: THE HUMBER RIVER VALLEY FROM THE REID NEWFOUNDLAND LINE.

OUR PRIZE WINNER'S TOUR: My First Thousand Miles in Canada.—II.

BY WILLIAM BLAYNAY.

HAMILTON itself is a perfect hive of industry. American capital is largely invested in its industries. I found the market-place thronged with wagons and carts laden with fresh vegetables and tempting fruit from the surrounding country, and was much struck by the general air of spic-and-span cleanliness which pervaded the streets and buildings. Busy street cars moved swiftly along the principal thoroughfares, some of them going many miles out into the great fruit-growing district which lies immediately to the east of the city. During the summer busy passenger and freight steamers ply regularly between Hamilton and Toronto and between Hamilton and other ports of Lake Ontario. The great glory of Hamilton is its exceedingly picturesque situation. In front of it lies Lake Ontario, with its beautiful bays and well-wooded islands; and immediately at the back of it the land rises to a considerable height, forming a rich "back cloth" to the stage of one of Canada's fairest cities.

From Hamilton to Niagara by rail is just forty-three miles. Nearly every mile of this distance is covered with fruit orchards, vineyards, and market gardens, giving the district, in all justice, a considerable right to the title of the "Garden of Canada." No one has yet, I suppose, felt anything but wondering—one might almost say intense—excitement when for the first time drawing near to the great Niagara Falls. Will they come up to one's expectation? Will they, perhaps, even surpass in awe-inspiring grandeur and magnificence all one's previous thoughts and ideas of them? Are they anything like the many pictures of the Falls one has seen? Thoughts of this kind occupy one's mind until, quite suddenly, the trolley-car running between the railway station and the Horseshoe Falls turns a corner and brings into view the great natural wonder. All around, on both sides of the Falls, the land has been laid out in beautiful parks. Someone warned me that, as a stranger, I should be called upon to pay an entry-tax of $4 if I crossed from Canada into the United States. Canadians are exempt from such a tax; so, not seeing the force of enriching the U.S. Treasury to the extent of $4 for the privilege of spending an hour on the American side of Niagara Falls, I stuck a big cigar in the corner of my mouth, tilted my hat to a popular angle, and became a good Canadian. It worked all right. I purchased the requisite 10-cent ticket for the Bridge, walked across, and was allowed to pass the American Custom House officials at the other end without so much as a question.

MARKET DAY AT HAMILTON, THE CENTRE OF AN IMPORTANT FRUIT-GROWING DISTRICT.

From this point the products of the orchards and vineyards of the Niagara peninsula are distributed in all directions over the Grand Trunk Railway System.

A tunnel has been bored from a point on the Canadian side right through solid rock to the back of the Horseshoe Falls. For 50 cents one is clad in oilskins, sea-boots, and sou'-wester, lowered by an elevator into the tunnel, and personally conducted through its ramifications to two openings about half-way down the Falls, where, to an accompaniment of perpetual thunder, one may watch the seething turmoil of falling waters as they come directly from above and mingle with the clouds of frothy spray rising from the vast raging cauldron below.

My third excursion took me to Allandale, Barrie, and Orillia, on the shores of Lake Simcoe, eighty-six miles almost due north from Toronto. For about half this distance the line runs through a splendid farming country in a high state of cultivation, and then enters a large forest area, with here and there a considerable clearing, partly arable, partly grazing land. It is now many years since the lumber-jacks felled and removed all that was best of what was then virgin forest, and the after-growth has now attained a considerable size, but one cannot help being struck with amazement at the waste of timber which has prevailed in this land of plenty. In some parts of Canada immense quantities of logs are lying on the ground rotting, whilst out on the prairie farmers are giving as much as 10 cents each for inferior posts.

Many Toronto families have built bungalows along the shores of Lake Simcoe; here they pass the hot summer months, beguiling the time with boating, fishing, swimming, tennis, and other outdoor pastimes. The city of Orillia is fortunate in being able to offer to manufacturers and others exceptionally cheap power, the cost of which is only $16 (about 64s.) per horse-power per annum for a day of twenty-four hours.

When finally leaving Toronto I decided upon travelling to Sudbury, distant 270 miles to the north-west, by the Canadian Northern Ontario Railway. This line finds its way out of Toronto along the beautiful valley of the Don, traverses some forty or fifty miles of well-cultivated land, and then passes into the forest area surrounding Lakes Simcoe and Bala. North of Lake Simcoe the country is well wooded, but rocky, and useless except for its possible mineral wealth. Here and there are lumber mills, but they are not as extensive as one would be led to expect by the quantity of growing timber and railway facilities. Parry Sound, on Georgian Bay, is a busy port, and is likely to grow into a place of some considerable importance.

After a change of locomotives here we continued our journey through a wild, rocky, though well wooded country, passing over a deep ravine, at the bottom of which runs the Still River. At Key Junction a branch line runs down to Key Harbour, a brand-new shipping port created by the C.N.R., principally as an outlet for

A LUMBER MILL AT PARRY SOUND.

THE IRON MINE AT MOOSE MOUNTAIN, ONTARIO.

the iron ore of the Moose Mountain Iron Mines, which is shipped to Cleveland and other American ports on the Great Lakes. On and on we went, through delightfully picturesque scenery, over the Pickerill River, and then across the wide French River, with its great timber rafts, till, soon after passing a long freight train entirely of lumber drawn up at a station rejoicing in the aristocratic name of Bayswater, night fell upon us, and the short remainder of our journey took place in the dark.

Apart from being a divisional point on the C.P.R. and a temporary terminus of the C.N.R., Sudbury almost entirely relies upon the surrounding mining and lumbering industries for its welfare and prosperity. The only home industry is a planing mill. Here, periodically, lumber-jacks, miners, and prospectors come in considerable numbers to purchase and replenish all necessary outfits, and incidentally to spend a considerable amount of money at the different hotels. The town, which now has a population of 4,000, is built on a marsh entirely surrounded by rocky land.

I left Sudbury for Fort William at 1 a.m., and calculated that by dead reckoning my first 1,000 miles' travelling in Canada were completed at or near Chapleau, a divisional point on the C.P.R. about 180 miles west of Sudbury. The country north of Lake Superior is a land of rocks and "Christmas trees," where the hopes of many a man are centred in possible mineral wealth.

THE DOMINION FORESTRY DEPARTMENT.

Its Work in 1909.

Mr. R. H. Campbell, Dominion Superintendent of Forestry, in his report upon the work of his Department in 1909, urges the development of the forestry services in the following words:—

"The work of the forest service of the United States is spoken of in the highest terms of praise and with good reason, but it may be pointed out that, although the extent of Canada is not less than that of the United States, the forest service of the latter has an appropriation of $4,640,000 and a permanent staff of over 2,000, while the Canadian forest service has an appropriation of $100,000 and a permanent staff of about forty. If the Canadian people wish a service equally efficient with that of the United States, they must be prepared to deal much more generously with it than they do now."

The main divisions of the forestry work carried on are the protection of the forests from fire, work on the forest reserves, and work in tree-planting on the prairies. At present the protection of the forests from fire is accomplished by means of rangers, who patrol their respective districts, discover and extinguish fires, and warn travellers and residents of the danger of setting fires.

The total number of rangers employed during the season of 1908 was 82, as compared with 47 during the season of 1907.

The need of a survey of the northern forest belt is so dwelt upon by Mr. Campbell. All this area is more or less forested, and the forest is of great value for local consumption. Mr. Campbell calculates that an exploration of this forest belt, similar to the one made in 1900 by the Ontario Government of the northern part of that Province, could be made for $200,000, an annual expenditure for ten years of $20,000.

In the spring of 1909 over 2,500,000 trees were distributed from the forest nursery station at Indian Head, Sask., to 2,010 applicants. The new applicants for trees to be delivered in the spring of 1910 number 2,235.

A new feature will be shortly introduced into the tree distribution by the distribution of coniferous trees, such as pine and spruce; this it is hoped to begin in 1911. The species distributed will be white spruce, jack pine, lodgepole pine, and Scotch pine. It is hoped before long to add to these the tamarack or native larch. All applications for trees are now handled directly from Indian Head instead of Ottawa as formerly.

The latest important shipment of the British Columbia fur collections of 1909 was sent to London in December by the Hudson's Bay Company, and consisted of about $15,000 worth of assorted pelts, chiefly marten taken by the Northern British Columbia and Alaskan trappers. A small shipment of extra-choice silver fox followed.

The Overseas League has now joined offices with the League of the Empire, and notices of its proceedings will regularly be given in *The Federal Magazine*. Co-operation between the two Leagues will prevent overlapping in their work, and will afford, it is hoped, much mutual support. The objects of the Overseas League are to promote British trade, and, as far as possible, to help British people both at home and abroad.

AN ONTARIO ORCHARD: PEAR TREES IN FULL BLOOM

A NEW IMMIGRATION PROJECT : "READY-MADE" FARMS ON IRRIGATED LANDS.

THE particulars of the project formed by the Canadian Pacific Railway Company of establishing settlers on "ready-made" farms on the irrigated lands of the company in Southern Alberta were fully set forth in a paper entitled "Irrigation in Its Relation to Agriculture and Colonisation," read on Tuesday night at the Royal Colonial Institute by Mr. C. W. Peterson, General Manager of the Canadian Pacific Irrigation Colonisation Company. Sir Thomas Shaughnessy, President of the C.P.R., presided, and among those present were Lord Strathcona, Lieutenant-General Sir J. Bevan Edwards, Admiral the Hon. Sir Edmund R. Fremantle, Captain R. Muirhead Collins (representative of the Australian Commonwealth), Major T. B. Robinson (Agent-General for Queensland), Dr. G. R. Parkin (Organising Secretary of the Rhodes Scholarships Trust), Mr. J. G. Colmer, C.M.G., Mr. W. L. Griffith (secretary to the High Commissioner for Canada), Mr. J. Obed Smith (Assistant Superintendent of Emigration for Canada), Mr. G. M. Bosworth (Vice-president Canadian Pacific Railway), Mr. G. McL. Brown, Mr. Louis Leopold, Mr. J. Murray Gibbon, Mr. W. A. Mackinnon, and Mr. J. R. Boosé (secretary).

Mr. Peterson, at the outset, insisted on the importance of irrigation, both from an economic and an imperial standpoint, giving it as his opinion that the "general extension of irrigation in all the more important colonies of the Empire, with one or two possible exceptions, would be the means of creating an additional volume of national wealth, and, what is more important, prosperous homes, beyond the wildest dreams of the most sanguine Imperialist." He noted with satisfaction the growing interest that was being taken throughout the Colonies in this subject, and passed on to a rapid sketch of the practice of irrigation in the history of the world, adding the significant comment that "even to-day seven-eighths of the entire food supply of the world is produced on irrigated lands."

The speaker declared that, while this process should be regarded as agricultural art of very wide application, its prominent association with the task of desert reclamation had blinded the public eye to its value for regions where such reclamation was not an issue. It was not, he pointed out, merely a recourse to ensure the safety of the crop, but had been found in practice to profitably push both growth and production, even where the natural moisture seemed ample. "It is now an accepted theory," he added, "amongst soil chemists that the richest lands of the continent of America lie in the vicinity of the 100th meridian, where the rainfall is lowest."

THE ORIGIN OF THE PROJECT.

It was then explained that, having in view the possibilities of the small farm under irrigation, and with a realisation of the expediency of a stronger effort towards directing British immigration to Canada than that exerted in connection with the movement of people from other countries, the broad lines of an agricultural holdings plan were formulated, which it was expected would produce the desired result. "The determining factor in respect to this new policy," said the speaker, "was the significant information brought to light in connection with the administration of the Small Holdings Act of 1907 It was learned that, although this legislation had only been in force for two years the enormous number of applications received thereunder, some 23,000, indicated an unmistakable tendency on the part of the people of Great Britain to 'return to the land.' When it is further considered that out of this enormous volume of applications it has only been possible to satisfy 1,500; furthermore, that only one-third of that number, or 500, has actually obtained possession of their land up to date, it was realised that there is a crying need to be supplied, and that a large number of people, now struggling for a bare existence, could be returned to the land, and in a few years become proprietors, and carve out for themselves and their children a future that would necessarily be vastly brighter than anything they could legitimately hope for at home."

THE PROJECT IN DETAIL.

The basic principle of the project is to "help the people to help themselves," and the class of colonists whom the company will endeavour to interest is one that gives reasonable promise of being successful and independent, with which end in view the conditions and restrictions surrounding the scheme are to be designed. The company also believes in the small farm, and for that reason the holdings will be limited to from 80 to 100 acres of irrigable land, or 160 acres of non-irrigated lands, situated in the more humid belt of the West. An important point mentioned is that, to make the colonist almost immediately revenue-producing, it will be the aim of the company to break up a portion of each holding, probably from 40 to 60 acres, the year prior to his going into occupation, so that there may be a crop available a few months after he has taken possession. This crop ought to provide a cash income during the first season, varying from £100 to £250, according to the season and the state of the grain market.

It is the company's intention to settle such colonists in units, up to sixteen families, as it does not believe in unwieldy settlements, an arrangement which will allow of adequate social and educational facilities.

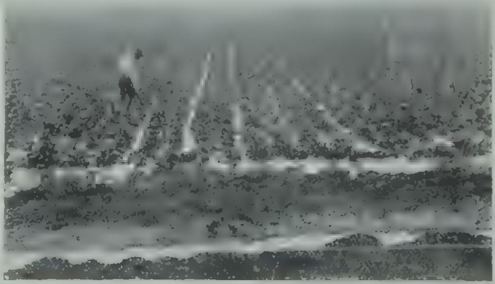
Mr. Peterson further pointed out that the interest of the company in these transactions does not cease with the final purchase of a parcel of land, for the colonist will, under the provisions of the project, become, in a sense, "a ward of the company," whose object it will be to ensure the success of each individual settler by every means in its power. With this idea a staff of lecturers and experts will be at the disposal of those unfamiliar with the handling of water, and at central points farms will be operated to demonstrate the possibilities of the irrigated tract; in short, everything will be done "consistent with the development of individual enterprise, without which no scheme of assisted settlement can hope to meet with complete success." The project is practically an invitation to approved colonists with agricultural experience to go into partnership with the company, and a "decided preference will be given to married men with families," care being also taken to eliminate, as far as possible, the incident of failure.

The prices at which the company's lands are at present disposed of vary from £3 to £8 per acre. It would perhaps be safe to estimate the land value of the average holding at from £600 to £750. It is estimated that the cost of erecting the necessary buildings, placing other improvements on the land, breaking, seed, etc., will amount to about £300. To this extent the company proposes to bear the entire financial burden on a ten-year repayment plan.

"The settler's own capital might advantageously be expended as follows:—For the purchase of the necessary live stock, £100; for furniture, household expenses, and horse feed, about £25; one-half the total cost of implements (the balance being repayable to the dealer at a future date), another £50; transportation to Canada, about £25; or a total of £200. The colonist with £200, or over, would, according to the above estimate, be starting under the most favourable auspices. If a settler had grown-up children who could assist in the farm work, and were willing to work out for wages part of the time during the first year or two, a somewhat smaller capital would suffice."

THE IMPERIAL ASPECT.

Mr. Peterson devoted the conclusion of a very interesting lecture to replying to the criticism made that England could not afford to send a considerable number of her young farmers to assist in the development of her colonies. "In my humble opinion," he said, "the people of Great Britain, as well as the inhabitants of the various colonies, have certain duties to perform. The settlement of the colonies by a desirable element of Britishers is one of these duties. In Germany, for instance, I found every effort made by the nation to colonise her African possessions with her own people. The rural depopulation of Germany was not apparently made an issue. I am informed that the number of British immigrants to ports in the United States is greater than that coming to Canada from Great Britain. During the last fiscal year of Canada, Canadians made 10,300 homestead entries; Americans, 10,500; British, 6,900; and Austro-Hungarians, 3,350. These figures seem out of proportion. Empire-building has its responsibilities, and sometimes demands its national sacrifices. Under the circumstances it is a question whether the people of Great Britain can perform a more patriotic service than by sending her desirable surplus population to the colonies, and thus strengthening British sentiment in the outposts of the Empire. The farmer who is doing his pioneer work in South Africa, Australia, New Zealand, or Canada, is as much a citizen of the common Empire as the resident of the Motherland. In peace and in war our interests are mutual, and that they may be so commercially as well as sentimentally has been amply demonstrated by Canada's present fiscal system. I do not doubt that the broad-minded people in Great Britain will view the situation as we do in Canada, and that a sympathetic interest will be taken in any project having for its object the preservation and further cultivation of the strongest possible Imperial sentiment in the Colonies, as well as in the Motherland; and last, but not least, the building up of a 'greater Empire than has been.'"



AN IRRIGATED SUGAR BEET FIELD IN SOUTHERN ALBERTA.
Beet was mentioned by Mr. Peterson as being one of the most profitable crops raised in irrigated districts.

Opening the discussion which followed, Sir Thomas Shaughnessy pointed out that the great difficulty in dealing with the British settler was that he had had no experience of the conditions in a new country like Canada; it was otherwise with the American farmer who migrated into Canada. The company were proposing to meet the necessities of the British immigrant by the scheme outlined in the paper, so that they would not have to submit to privation at all, but simply move in their furniture and harvest a crop in the autumn after they took possession. It had been said that they would deplete the agricultural population of Great Britain too much by such a scheme. Well, it was transferring people from one part of the British Empire to another part. If they took 100,000 a year of the population to Canada, he had no doubt that their places on the land here would speedily be filled.

Dr. Parkin, Mr. G. H. Campbell, Mr. J. Obed Smith, Mr. A. J. Dawson, Captain Muirhead Collins, and Miss Binnie Clark also took part in the discussion

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

The Countess Grey is holding largely-attended skating and tobogganing parties at Government House every Saturday afternoon during this month and next.

* *

Sir Wilfrid Laurier, the Premier, was the guest of honour on Saturday at the National Club, Toronto, where a portrait of him was unveiled.

* *

After being almost given up by his friends as lost the Right Rev. I. O. Stringer, Bishop of Selkirk, has returned from Fort Macpherson, at the mouth of the Mackenzie River. He left the fort on September 1 with a missionary, and during the tour he undertook the Bishop and his assistant were forced to walk through fog and storm and bitter cold for twenty-five days. Their scanty food gave out, and just before they found friendly Indians, they were compelled to eat their mocassins. Each man lost fifty pounds in weight.

* *

The Hon. G. A. Cox met with a rather serious accident recently while leaving his office in the Canada Life Building, Toronto. His foot caught in a rug, throwing him headlong down the stone steps. His head was badly cut and his leg bruised. Mr. Cox will be seventy years old next May.

* *

Mr. Frederic Nicholls, General Manager of the Canadian General Electric Company, who was summoned to London owing to the serious illness of his son, Mr. H. G. Nicholls, returned to Toronto by the R.M.S. *Lusitania* last Saturday after a brief visit. Mr. H. G. Nicholls is now convalescent.

* *

Dr. Bruce Macdonald, Principal of St. Andrew's College, Toronto, who is staying at the Hotel Russell, returns to Canada by the s.s. *Celtic*.

* *

To be president of the Ottawa Parliamentary Press Gallery is one of the coveted honours of journalism in Canada. This year the honour has been accorded to a popular Toronto newspaperman, Mr. Paul E. Bilkey, the correspondent of the *Toronto Evening Telegram*.

* *

Mr. Long-Innes, who was an officer in the Ordnance Department at the Old Fort during several years' residence in Toronto, recently obtained long leave on account of ill-health, and has been visiting his people in England. His convalescence from diphtheria has been very slow, and it is hoped that the change will hasten it. Mr. Long-Innes is to be stationed at Woolwich.

* *

The marriage of Miss Kathleen Marion Gordon, only daughter of Mr. and Mrs. Colin F. Gordon, and Mr. William Willcocks Baldwin, second son of Mr. Henry W. Baldwin, was celebrated at St. Michael's College, Toronto, a short time ago.

* *

The marriage of Miss Elizabeth Grace Sankey, daughter of the late Major Villiers Sankey, and Mr. Hugh L. Hayles, was to take place on January 12 in St. Thomas' Church, Toronto.

* *

Professor J. W. Robertson, of Macdonald College, St. Anne de Bellevue, will leave for Europe towards the end of January to study conditions of rural life and to investigate the various systems of agriculture as practised in European countries.

* *

During the past year considerably over five thousand visitors from Canada registered their names at the Office of the High Commissioner in Victoria Street.

The Rev. Arthur H. Anstey, Principal of St. Boniface College, Warminster, Wiltshire, arrived in Halifax recently by the *Corsican*, and was the guest of Rev. H. W. Cunningham, and Mrs. Cunningham, St. George's rectory. Mr. Anstey was to spend one week in Nova Scotia, visiting old students of Boniface resident in the province, and will then return to England.

* *

Mr. George Finley O'Halloran, B.A., B.C.L., Deputy Minister of Agriculture and Deputy Commissioner of Patents for Canada, was born at Cowansville, Quebec, in 1862, and is the son of Mr. James O'Halloran, K.C. A graduate of the Faculties of Arts and Law of McGill University, Mr. O'Halloran practised his profession as advocate in Montreal up to the time of his appointment to his present position in 1902. The branches of the Department of Agriculture, all of which are under the direction of the Minister, the Hon. Sydney Fisher, that come under the Deputy Minister's supervision are as follows:—Experimental farms, health of animals, live stock, seed, dairy and cold storage, census and statistics, quarantine, patents, trade marks and copyrights, and the archives. Mr. O'Halloran married in 1892 Maude Monica, eldest daughter of Sir Melbourne Tait, Chief Justice of the Superior Court of the Province of Quebec.

MR. G. F. O'HALLORAN,
Canadian Deputy Minister of Agriculture.

* *

The marriage of Miss Juliette Le Blanc to Mr. Carlos A. Costa, of Paris and of Buenos Ayres, is to take place shortly. Miss Le Blanc, who is a daughter of the Hon. P. E. Le Blanc, former Speaker in the Legislative Assembly of Quebec, has just returned from Europe.

* *

Sir George Prescott, who was formerly a captain in the 2nd Life Guards, is making a tour of the Dominion.

* *

The engagement has recently been announced of Miss Bessie Gordon, daughter of Colonel W. D. and Mrs. Gordon, of Montreal, formerly of Kingston, to Mr. Victor Anderson, of the Royal Canadian Engineers, Halifax, son of Colonel W. P. and Mrs. Anderson, of Ottawa.

* *

Mr. Geo. M. Bosworth, Fourth Vice President of the Canadian Pacific Railway, has arrived in London.

Mr. Victor D. Horsburgh, A.R.I.B.A., architect, Edinburgh, and Assistant Lecturer in Architecture, etc, Heriot Watt College, has been appointed supervising architect of, and Mr. James Nicoll, architectural assistant, Burg Surveyor's Office, Aberdeen, has been appointed superintendent of, the Dominion Realty Company, Ltd., Toronto. This company is engaged in building bank premises all over Canada for the Canadian Bank of Commerce.

* *

The Rev. W. Johnson, M.A., B.Sc., head master of Archbishop Holgate's Grammar School, York, delivered a lecture last week in the York Railway Institute, entitled "Through Canada to the Rockies."

* *

The New Year's dinner and entertainment given to the poor children of Bermondsey by the Ragged School Union was presided over by the Hon. J. H. Turner, Agent-General for British Columbia, which province has contributed largely to the fund for the dinner. Mr. Turner and Sir John Kirk delivered brief addresses which must have greatly aroused the interest of the youngsters in the Province of British Columbia.

* *

Mr. Godefroi Langlois, Editor of *Le Canada*, has been appointed Secretary of the Canadian section of the International Waterways Commission. He was a delegate to the Imperial Press Conference in London last year.

* *

Among the departures last week for Canada on the *Tunisian* were the Rev. McLean Goldie, who has been visiting England for the purpose of encouraging emigration to Nova Scotia. Mrs. A. G. Strangman, of Sault au Recollet, sailed by the same vessel.

* *

The engagement is announced of Miss Florence Lilo Cuthbertson, of Vancouver, and Mr. Ian Gordon Davis, son of the Rev. John Hardwick Davis, M.A., of Malvern, Worcestershire, England.

* *

Dr. Hanson, Honorary Secretary of the Lord Meath Empire Day shooting competition, has invited teams from cadet corps in Canada and all the other colonies and dependencies to unite in a rifle-shooting contest. Mr. Galer Hagarty, of Harbord Street Collegiate, Toronto, has been invited to organise a team of eight to represent Canada in the matches. The match will take place in the Dominion.

* *

The Commemorative Medal of the Tercentenary of Quebec, which was engraved in Paris by Henri Dubois from designs of Eugene Tache, of Quebec, has met with general approval. The obverse illustrates the landing of Champlain, with the cypher and crown of Henry IV. on the right, and that of Edward VII., surrounded by the Crown on the left. On the reverse one female figure symbolises New France and the other England. Seven hundred and fifty copies in bronze and six in gold have been struck.

* *

Mrs. Arthur Sladen, of Ottawa, who has been the guest of Lady Sarah Sladen at Ripple Court, near Dover, has joined her sister, Miss Lola Powell, in London. Mrs. Sladen and Miss Powell will spend another month in England, returning home about the end of January.

* *

Miss Robins, a member of the Winnipeg teaching staff, has volunteered for the Anglican mission field in the new diocese of Honan, China.

* *

Master Gerald Molson, son of Dr. J. E. Molson, the Unionist candidate for North-East Bethnal Green, is suffering from the effects of an accident, received while out shooting with his brother. The injuries are not serious.

* *

The engagement is announced of Miss Margaret Peters Morse, only daughter of Mr. Charles Morse, K.C., of Ottawa, to Mr. Charles Stewart Tupper, Barrister-at-law, only son of Mr. J. Stewart Tupper, K.C., of Winnipeg, and grandson of the Right Hon. Sir Charles Tupper, Bart., G.C.M.G., C.B.

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CANADA'S SANDHURST: The Royal Military College, Kingston.

THE Royal Military College of Canada owes its origin to the late Hon. Alexander Mackenzie and the Dominion Administration of which he was the Premier. After the withdrawal of the majority of the Imperial troops from Canada, the supply of professionally trained officers soon became inadequate, and some system had to be devised to meet the necessities of the case. The Government obtained reports from Imperial officers then serving in Canada as to the best means to be adopted. Colonel Fletcher, of the Grenadier Guards, Military Secretary to the then Governor General, was then sent to visit West Point Military Academy in the United States. Upon his return he recommended that a Royal Military College be established on the West Point model, with a term fixed at four years, the same as at West Point. After consultation with the Earl of Carnarvon, then Secretary of State for the Colonies, and the Earl of Dufferin, then Governor-General of Canada, the Government acted upon this report and founded the Royal Military College.

Through the good offices of the Earl of Dufferin, the Organiser and First Commandant of the R.M.C. was chosen in the person of Lieut.-Colonel E. V. Hewett, R.E., afterwards Governor of the Royal Military Academy, Woolwich. Colonel Hewett established the college on a firm basis, shaped its character, and framed its motto, "Truth, Duty, Valour." His term of service extended from September, 1875, to May, 1886. The First Class of Recruits reported at the College on June, 1876, the famous class now familiarly known as the "Old Eighteen."

The second commandant was the late Major-General J. R. Oliver, R.A., 1886-1888. His successor was Major-General D. R. Cameron, R.A., 1888-1896, who was followed by Colonel J. G. C. Kitson, K.R.R.C., 1896-1900. The next commandant was Colonel R. N. R. Reade, 1901-1905. Then came Lieut.-Colonel E. T. Taylor, the first graduate of the College to hold the position of commandant. His term of office was from October, 1905-October, 1909.

The Present Commandant.

Lieut.-Colonel J. H. V. Crowe, R.A., the present commandant, came to the College from the command of the 28th Brigade R.F.A. He was Private Secretary to the Governor of the Punjab from 1892 to 1897, and D.A.Q.M.G. of the Intelligence Department of the War Office from 1899 to 1902, and Chief Instructor in Military Topography and Military History and Tactics at the R.M.A., Woolwich, from 1904 to 1908. For the first time in its history the College has for its commandant a general staff officer belonging to the Imperial Regular Army with previous instructional experience. His appointment is the beginning of an extension of the functions of the College, and this extension will be carried on by including among its instructional staff specially selected officers from the educational branch of the Imperial General Staff. Their efforts are to be directed towards raising the standard of professional proficiency and promoting uniformity of thought among the officers of the Dominion Forces, who in due course will compose the local section of the Imperial General Staff. The College is thus becoming the centre of military education for the Dominion of Canada.

The City of Kingston, in the province of Ontario, a place of historical importance, was chosen as the site of the new college. In 1673 the famous Count Frontenac, French Governor of Canada, led an expedition from the City of Quebec up the River St. Lawrence to its outlet from Lake Ontario. Arriving at the Indian village of Cataraqui, and fully understanding its strategical importance, he built a fort there. The first commandant of the new Fort Frontenac was Chevalier de la Salle, one of the most adventurous and valorous of the French explorers. More than two centuries have passed since the landing of Frontenac. For a long time his fort was one of the headquarters of the French in Canada; then in turn it was occupied by British troops, and now is held by troops of the Permanent Forces of Canada. On this historic soil the Royal Military College is established. It is situated on a small peninsula opposite the City of Kingston, where the River St Lawrence issues from the eastern end of the lake. In former years this spit of land had been used by the Royal Navy as a dockyard and naval base, and the Cadet Dormitory building erected in the eighteenth century is still sometimes spoken of as the "Stone Frigate."

The College Buildings.

The principal college buildings lie on two sides of the parade-ground. On the north side is the main educational block, containing the class-rooms, the staff offices, the library, and reading-rooms, and also the large mess-room. On the east end of the parade is the dormitory building, now occupied by 105 cadets. In the basement is a well-equipped workshop. In line with the dormitory stands the gymnasium, a modern building thoroughly well equipped. Other buildings in the College grounds are the boat-houses, the electric power-house, and the gun-drill, modelling, and pontoon sheds, quarters for some of the military officers of the staff, cottages for the servants, and a modern hospital.

Close to the parade-ground are tennis and racquet courts, cricket and football grounds, and a quarter-mile running track. There is also a rifle range for distances up to 600 yards. It will thus be seen that the R.M.C. is fully equipped with modern requirements for athletic games, with the exception of a covered rink, which, it is hoped, may soon be provided for the essentially Canadian game of hockey, and also for use as a drill-shed in wet weather.

In spite of the comparatively small numbers of cadets, they are well able to hold their own in sporting competitions with the leading Canadian Universities. Last year the R.M.C. teams won the championships for the inter-collegiate lawn tennis and intermediate Rugby football, and they have good hope of securing the intermediate hockey championship of the Canadian inter-collegiate series.

Since the College opened, 828 cadets have entered. In the month of May, every year, a competitive examination for entrance is held in each of the thirteen military districts of the Dominion. Four papers are set in mathematics, four in English and history, two in French, two in drawing, one in chemistry, and an optional one in Latin. The standard of this examination is now more advanced than that for matriculation in the Universities of Canada. The age of entrance is between sixteen and twenty.

How the Cadets are Trained.

The College and staff is organised on a strictly military basis. The commandant and military instructors are all officers on the active list of the Imperial Army, lent for the purpose, and, in addition, there is a complete staff of professors for the civil subjects, which form a good proportion of the College course. Upon his arrival at the College, the recruit takes the oath of allegiance, and is duly enrolled as a gentleman cadet. He is then treated as a regular soldier, and is posted to a company. The entire cadet corps is organised as a battalion of four companies, commanded by military officers of the staff. The non-commissioned ranks are filled by the senior cadets. The full period of service is now three years, and the session extends over nearly ten months of each year. The West Point cadet must sign an engagement to serve in the Army of the United States for eight years. The Royal Military College cadet, while he has a thorough military training for three years, is not bound to a military career. Seven Imperial commissions and at least three commissions in the Canadian Permanent Forces are offered annually to the graduating class.

The discipline of the College is purely military. Every cadet must do his work at the right time and in the right way. The venerable Kaiser Wilhelm the First once said: "It is the one button unbuttoned that destroys the discipline of the Army." This was his answer to a member of his staff who suggested that he should go to a window on the Unter-den-Linden to look at a passing battalion of soldiers without stopping to button up his open tunic. And this is the theory that underlies the discipline of the Royal Military College, a discipline with a genuine intellectual and moral value. The College stands for respect to authority, for reverence, and for obedience. Through learning to obey unhesitatingly as a recruit, the cadet is led on to the more advanced stage of self-reliance and command as a senior.

The Royal Military College of to-day is keeping well in touch with the national life and aspirations of Canada. Its cadets are being educated for military careers in the Imperial and national forces, and for public service in their own land; and the College motto—"Truth, Duty, Valour"—is the rule of life to those who have enjoyed the advantages of the training given at this institution.

The candidates for admission to the Royal Military College must be between the years of sixteen and twenty. Only those who are British subjects and who have resided, or whose parents have resided, in Canada for two years immediately preceding the date of examination, shall be eligible. Short periods of absence in Europe for purposes of education are considered as residence. Sons of graduates of the R.M.C., who are in Government employ anywhere in the Empire, are also eligible.

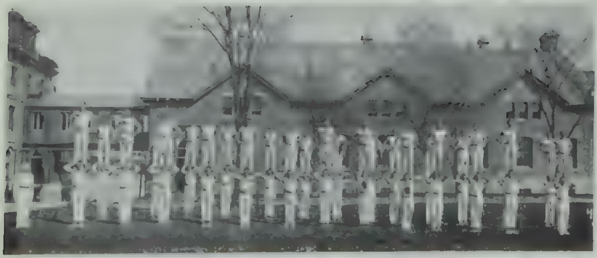
The length of the course is three years, in three terms of nine and a half months' residence each. The total cost for that period, including board, uniforms, and instructional material, is between $750 and $800. This amount is paid in three annual instalments of $250 each—$100 for fees and $150 for expenses. The payment of the $100 fee shall be in advance, and the payment of the $150 in two sums of $75 each; the one in advance at the commencement of each term, before joining, and the other on the 1st of January following. His first outfit being necessarily more expensive, the cadet is required to pay in advance, for the first year only, an additional sum of $50. While at the college, each cadet is provided, free of expense, with the use of the necessary furniture, linen (bed-towels excepted), plate, requisites for dormitory, mess-room and class-room; arms, and accoutrements. The college is open for work at the beginning of September each year and closes at the end of June following. There is a vacation of about a fortnight at Christmas time during which college is closed.

The openings presented to a cadet on passing well through the college are numerous and present opportunities of achieving high positions in military service throughout the Empire. Thus seven Imperial Commissions are given annually:—One in the Royal Engineers, one in the Royal Artillery, one in the Cavalry, one in the Infantry, one in the Indian Army, and two in the Army Service Corps

The success of the Royal Military College has been proved by numerous instances of cadets from Kingston rising to important posts under the Imperial Government. Colonel Sir Percy Girouard, K.C.M.G., D.S.O., who was one of Lord Kitchener's ablest assistants in the Soudan, and is now Governor and Commander-in-Chief of Northern Nigeria, received his military education at the Canadian Sandhurst. Colonel Crow, R.A., the present Commandant, is also a graduate of the College, as also was Colonel G. T. Taylor, who has recently resigned that position, and who was the first Old Boy to achieve the distinction of becoming Commandant of the College. Lieutenant-Colonel E. W. B. Morrison, now in command of the 8th Brigade C.F.A., who won the D.S.O. for his bravery in saving the guns during a rearguard action at Komati River during the South African War, received his military education at Kingston.

CANADA'S

The Royal Military C



A GYMNASTIC SQUAD: "THE LIVING WALL."
The building in rear is the gymnasium; on the left are the dormitories.

A BRIDGE-BUILDING CLASS.
Fort Henry crowns the hill in the background.

THE COLLEGE AN
The educational building is that with the tower, and the hospital stands between it and the w
the boat and bathing pier, and the gymnas

CADETS I
In the background on the left is the Adjutant's House, in t

ANDHURST:
ge, Kingston, Ontario.

ROM FORT HENRY.
Park is to the left of the hospital; then, to the left, come in succession the dormitory building,
of Kingston can be seen in the background.

Photo by] THE COLLEGE FROM THE LAKE. [*Valentine & Sons, Lt*
The Martello towers were built after the war of 1812.'

CADETS AT RECREATION.
Sailing boats, canoes, and war canoes.

ORDER.
power plant, and on the right the squash racquet court.

FROM EAST TO WEST.

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ONTARIO PROVINCE.

Ottawa.—The net deficit in the city's finances is $19,979. The Municipal Electric Light plant shows a profit of $20.000, and an increase of the mileage of its wires from forty to fifty miles.

——Mr. Charles H. Hopewell has been re-elected Mayor of Ottawa.

Toronto.—The Ontario Government has purchased five farms in close proximity to Guelph city, extending in all to 603 acres, for a new central prison site. The price was $42.500, or about $70 an acre. The Legislature has authorised the spending of $50.000 on the purchase, so the amount paid is well within the appropriation. Work will begin almost at once on the buildings.

——A company with a capital of $500.000 has been incorporated for the purpose of finding and developing slate quarries in New Ontario. It is said there are fine deposits in the new north lands.

——The principle of co-operation in agricultural experiments was introduced in Ontario some years ago, and has had far-reaching results. The movement was initiated by the Government Agricultural College of the Province, with the view of inducing the students who had passed through the college to carry out practical experiments on a systematic plan on their own farms, and thus to raise the status and practice of agriculture throughout the country. Their example proved valuable, and quickly secured the support of hundreds of agriculturists in every district. The educational value of this work has been enormous. Upwards of 54.000 experiments have been carried out under the auspices of this experimental union, and in 1909 on no less than 4.856 farms these experiments were being systematically carried on. The Agricultural College is now overflowing with students, and the practical result of the wide-spread interest that has been aroused is seen in the doubling of the output of Ontario farms during the past sixteen years.

——Passenger traffic on Christmas Eve on the three railroads operating out of Toronto was the biggest single day's business in their history. A total of two hundred trains were handled in and out of the Union Station, carrying, it is estimated by officials, one hundred thousand travellers.

——Two new towns in Ontario secured incorporation on New Year's Day. The town of Chelmsford, situated in Balfour township, Sudbury district, and comprising over 688 acres, was to hold municipal nominations on January 8, elections on the 12th, and the first meeting of the Council on the 15th. The population is 630. For the new town of Dryden, in Van Horne township, Kenora district, with an area of 750 acres, the dates were the same. The population is 842.

Hamilton.—Lieutenant-Colonel E. E. W. Moore, commanding officer of the Thirteenth Regiment, has received word that King Edward has consented to allow the regiment to be named the Thirteenth Royal Hamilton Regiment. The honour is conferred on account of the regiment's efficiency in shooting and other matters.

Kingston.—Mr. Daniel Cooper has been re-elected Mayor for a second term.

Belleville.—Mr. L. W. Marsh has been elected Mayor by acclamation.

Sudbury.—Fire has destroyed the Bank of Toronto offices and the Customs office, in which were many records and Christmas parcels. A loss of $125.000 was caused.

Fort William.—Draft agreements for three by-laws concerning the establishment in this city of big industries were read at a recent meeting of the City Council, and will be submitted to the ratepayers during this month. These agreements are concerning the location here of wire and nail works, by Messrs. Holt and Thompson, of Montreal, and their associates, the building of a large ore handling dock by the Northern Pyrites Company, and the establishment of a big hardwood flooring plant, by the Seaman Kent Company, of Meaford. The latter is the only one in definite shape yet.

Orangeville.—Mr. John A. Best, of Mulmur, has been elected by acclamation as Member for the Dominion House for Dufferin. The seat was formerly held by Dr. Barr, who died suddenly.

Kenora.—Mr. Harding Ridout, the present Mayor, has been re-elected by acclamation.

Port Arthur.—The s.s. *Port Colborne* arrived a short time ago after a two weeks' passage crossing the lakes. It is years since a steamer docked here so late in December.

Berlin.—This town has an application before the Legislature to be incorporated as a city. Some people are of the opinion that Berlin and Waterloo should join hands and become one large city. The two towns cannot see things in that light, however, hence the single application. If Berlin's application is granted, another application may follow for power to annex the municipality of Waterloo.

Brampton.—Natural gas has been struck at a depth of 300ft. in Brampton.

Welland.—The County Fair officials are arranging to spend about $15.000 on improvements of buildings and grounds. The town's population in the last five years has increased by 300 per cent.; dutiable goods received by 3½ times and free goods by 10½ times. The assessment has increased by 350 per cent.

QUEBEC PROVINCE.

Quebec.—The gas consumers of this city are being informed that in future the gross price of the gas will be $1.50 per thousand cubic feet. Four thousand dollars in bonuses were distributed at Christmas to the employees of the Jacques-Cartier Water Power Company and of the Frontenac Gas Company.

Montreal.—By a majority of 365 votes, property holders voted in favour of the city establishing an electric light plant, for which $2,000.000 may be borrowed. The authority grant is optional, and the probability is that the present City Council will not have time to attend to the matter, as the civic elections take place early in February.

——By a majority of three-fourths of its members, the City Council has given a second reading to the by-law, which will provide that, from May 1 next, all restaurant and hotel bars shall be closed at ten o'clock each night, except Saturday night, and seven o'clock Saturdays. The present hours are midnight all the week, with the exception of Sunday.

——The citizens of Montreal have risen splendidly to the emergency created by the unfortunate epidemic of typhoid, which has occurred in the city. A temporary hospital has been opened in a disused factory, which will give accommodation for 150 patients. The members of the Victoria Rifles and the Prince of Wales's Fusiliers in large numbers worked at cleansing the building and making it habitable. Merchants gave the requisite furnishings, and artisans of all trades voluntarily contributed the necessary labour. The emergency hospital is governed by a committee of prominent citizens, headed by Sir Edward Clouston and Colonel Burland, while a ladies' committee will be directed by Lady Shaughnessy and Lady Drummond. The medical and nursing professions have responded nobly to the call for assistance. Archbishop Bruchesi has announced that if the hospitals are unable to accommodate the fever patients he will open the convents and religious institutions of the archdiocese for their benefit. There were recently 34 deaths in three days.

—On January 1 the city of St. Louis became a ward of Montreal, to be known as Laurier Ward. St. Louis has a population of over 30.000, so that the city of Montreal has now a population of over 420.000 people. Immediately adjacent to the city lie several important municipalities, whose interests are the interests of the big city, and whose population derive a living in the city or in industries which belong to the city. The largest of these municipalities is the city of Maisonneuve, with a population of 20,900. Other large municipalities are Westmount, with over 13.000 people; Verdun, 9.000; Outremont, 3.000; Longue Pointe, 2.000; and other smaller places with populations ranging from 500 to 2.000. Montreal proper, with 430.000, and the adjacent suburbs, with 70.000, makes the population of the big centre at least half a million of people.

——A banquet has been given in honour of Colonel Gordon, O.C.Q.C., by the officers of the commanding units of the city of Montreal, on the occasion of his succession to the late General Buchan. Lieut.-Colonel E. W. Wilson presided, and the vice-chairman was Lieut.-Colonel A. E. Labelle.

——At the annual meeting of the Montreal Horticultural Society, Mr. R. Wilson-Smith in the chair, a report of the financial standing was presented, showing a slight deficit. The meeting was enthusiastically attended, and evidence showed the growing prestige of the society among Montreal and suburban horticulturists.

Magog.—A number of Montreal business men visited Magog a short time ago, on invitation, to make a tour of inspection of the works of the Dominion Textile Company. Under the charge of Superintendent Wilson, an inspection was made of the cotton mills, where the visitors were shown the various processes of manufacture from the time the material leaves the bale in its raw state until it is a woven product ready for the market, or for further process in the print works. The entire plant gives employment to more than 1,000 hands.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

The bi-centenary of the Church of England in Canada will be celebrated here next September, and on that occasion All Saints' Cathedral, now in the course of erection, will be opened if funds for its completion are forthcoming. The Bishop of Nova Scotia has issued a letter to Churchmen generally, in which he says:—"This building is necessary, first of all, upon general principles, because a cathedral is necessary in every diocese. Nova Scotia, although the oldest diocese in any British colony, has hitherto had only a wooden pro-cathedral. The reason for this is to be found in the fact that its resources and energies have been taxed to the utmost in providing for its poor and scattered missions among the agriculturists, fishermen, and miners, while at the same time it has been doing its part in the missionary work of the Church in Western Canada and in foreign fields. In the second place, the building is necessary because the burning of the pro-cathedral in 1905 crippled the diocese and left a large congregation without a church.

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"The historic aspect is also worthy of consideration. Standing at the entrance to the Dominion, in one of the greatest seaports of the Western world, the cathedral will be a link between the Church in the Motherland and the Colonies. It will also be a fitting memorial of the beginning of the Church of England in Canada, which took place in Nova Scotia 200 years ago, and a monument to tell of its growth from that time. The diocese, driven by necessity and expediency, not unmixed with a touch of sentiment, has been making heroic efforts to erect its cathedral and, at the same time, carry on with vigour every branch of its work. It is building only the necessary part--viz., the chancel, crossing, and six bays of the nave. The cost of this is $175,000, of which $135,000 have been paid or subscribed, chiefly in Nova Scotia. But the giving power of the diocese has reached its limit, and the balance of $40,000, which is urgently needed, must be obtained from generous friends outside.

"I am appealing, therefore, to the Church at large, but especially to those who have at any time been connected with Nova Scotia by family or business ties or otherwise, to remember the old Province by the sea, and help it to accomplish the great task it has undertaken. A small sum from every church would not be a heavy tax on anyone, and the object-lesson of a united Anglican Communion aiding one of its historic outposts would be worth the slight trouble involved. The amount received will be presented as a thank offering at the opening service on September 5, 1910. Shall the opening service be the consecration of the building? It can be if the Church throughout the world will join with us upon this historic occasion."

Work of the Anti-Tuberculosis League.

The work of the Anti-Tuberculosis League is extending each week, and the absence of a hospital for advanced cases is now seriously felt. The League is finding quiet homes in the country for some patients and allowing so much per week towards their maintenance. In this connection it is interesting to note that a lady has donated $60 towards helping cases of that kind, and a well-known citizen is giving $1 per week for twenty-five weeks.

The Halifax Fire Department estimates for 1910-11 were increased at a recent meeting of the Firewards, and the total is now $45,156, as against 43,175 for the past year and $42,136 for 1908. The increase over 1908 is $1,980 Beside this, there is in prospect an expenditure of $1,120 for improved fire protection at the north end, $2,200 for a new ladder wagon and the cost of 3,000ft. of 2½in. hose. These three expenditures, if made, will not go in the estimates, but will have to be provided for by a borrowing bill.

Fire on Granville Street on Christmas night destroyed property valued at $28,000.

Permits have been issued in Halifax during the past year for buildings worth $900,000, while those in the previous year amounted to $749,000.

Mr. J. D. Sperry, the Liberal candidate, has been elected for the County of Lunenburg to the Dominion House by a majority of [illegible]68 over Dr. Marshall, the Conservative nominee.

NEW BRUNSWICK.

(From Our Own Correspondent.) St. John.

The annual meeting of the New Brunswick Guides' Association has been held at the Queen's Hotel, Fredericton, and was largely attended. Reports submitted showed that big game was on the increase, but owing to unfavourable weather conditions non-resident sportsmen had not been as successful during the past season as in previous years, which means that there was less game killed.

The project of constructing a bridge across the harbour here, at a cost of $750,000, of which the city, the Province, and the Dominion would each pay one-third, has been brought before the City Council.

The post of Under-Secretary for the Province of New Brunswick has been recently given to Mr. Alexander M'Auslan.

News of the Province.

The land along the sea coast in the vicinity of St. John is not generally considered to be a very good farming country. In the spring, warm weather commences two weeks later than it does inland, while the cool thick fogs that blow in from the sea are generally believed to be detrimental to successful farming. Yet on the farm of the Provincial Hospital situated just out of Fairville on the southern side of the Manawagonish road there was an output last year of nearly $11,500. Much of the work is voluntarily done by patients at the institution. The four chief products of the farm last year were 45,920 quarts of milk valued at $2,525,60; 175 tons of hay valued at $2,100; 1,105 barrels of potatoes valued at $1,215.50; and 1,690 bushels of oats valued at $845. Nearly all the products were consumed at the hospital.

The Hon. John Morrissy has paid a visit to Fredericton on departmental business, and awarded several provincial contracts. One of the contracts was for the acetylene lighting plant for the provincial building in which the education office and the office of the clerk of the pleas is situated. The old system of gas lighting in the provincial buildings here is being discarded.

The Mount Allison Ladies' College at Sackville is closing what may be called the most successful term in its history, in point of attendance as well as the character of the work done. There are 165 students in residence, an attendance which has never been equalled during any previous term.

PRINCE EDWARD ISLAND.

Charlottetown. The Provincial Legislature contemplates a revision and a reorganisation of the provincial public school system. Mr. Duncan C. McLeod, K.C., of Charlottetown, is now visiting Toronto on behalf of the Government, to report on Ontario's public school system and to investigate the question of technical education.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

Nearly every merchant who made a speciality of Christmas goods has declared that all records for Christmas buying are being broken. There is not a tradesman in Winnipeg who has not reported at least 50 per cent. increase in December business over last year. Some of them declare that their sales in that month will more than double those of the same period in 1908. The features of the trading appear to be early buying, the purchasing of a better quality of goods, and the delight which people seem to take in spending their money more freely than ever before on Christmas gifts.

At the old historic church of St. Andrew's, fourteen miles from Winnipeg, Rev. J. W. Matheson, of St. John's College, preached an anniversary sermon recently, commemorating the sixtieth year of the church's existence. The church is the oldest in Western Canada, having been consecrated to the divine service of the Anglican Church by Bishop Young in 1849. Since that time the history of the church has been connected with the names of Archdeacon Cochrane, Bishop Grisdale, Rev. J. P. Gardner, Archdeacon Hunter, and Bishop Anderson, and continuous service has been held in it since its consecration.

The Legislature will meet on February 17, instead of February 1.

Another Large Fire.

As the result of a fire which started in the Metropole Hotel, 45, Ross Avenue, recently, a clerk in the freight department of the Canadian Pacific Railway lost his life. Another man, who jumped out of the third storey window to the side-walk, was taken to the hospital in an ambulance, badly injured. A dining-room waitress, who also jumped out of a window, was badly hurt. All the rest of the employees, as well as the guests and the proprietor and his family escaped. There were forty people in the house when the fire started.

All previous records of the local post office for a single day have been broken, in regard to money orders. Fifty per cent. more money was taken during the day in question than on any previous day in the city's history. The orders were bought chiefly for transmission to England, but much money was also sent to other parts of the Empire and to the Continent of Europe.

More Doukhobors.

Word has been received by the Doukhobor Committee here that several thousand Doukhobors in Southern Russia are preparing to come to Western Canada next spring, attracted by the success of their countrymen on the prairies where they settled ten years ago, and on the fruit ranches in British Columbia. Preparations will be made this winter for their reception by Peter Veregin, their leader.

Two hundred and one students are now registered at the Manitoba Agricultural College. Every available room and bed in Roblin Hall is being made use of, even storerooms have been converted into sleeping apartments, and students are still coming. It has been found necessary to refuse further applicants this year, as it is impossible to do justice to a larger number until the teaching staff can be increased and the equipment enlarged.

News of the Province.

The municipal elections have been held in Manitoba. The following were elected Mayors:—Portage la Prairie, Alderman Woods; Carberry, Mr. J. M. McRae; Brandon, Mr. A. L. Adolph; Gimli, Mr. J. Sigurrdson; Rapid City, Mr. A. F. Lepage; Virden, Mr. J. R. Mullins; Deloraine, Mr. J. Oddie; Souris, Mr. A. J. Hughes; Shoal Lake, Mr. A. S. Arnold; Killarney, Dr. McKee; Boissevain, Mr. C. J. Campbell; Plum Coulee, Mr. G. Wiebe; Gretna, Dr. McKenty; Pilot Mound, Dr. R. D. Ferguson; Selkirk, Mr. J. W. Simpson.

The question of local option was fought out in 38 municipalities, where the vote was taken in conjunction with the annual election. The by-law was carried in 18 municipalities, and defeated in 20.

During the last few days Mr. Adam Brown has negotiated deals for farm lands in the vicinity of Portage la Prairie, and in the West to the extent of 2,000 acres, and aggregating in cost of about $50,000. For new land the price varied from $10 to $40 an acre. Mr. James Brown has also purchased 600 acres of land formerly belonging to Judge Macdonald, of Winnipeg. The land is in the same neighbourhood.

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SASKATCHEWAN.

(*From Our Own Correspondent.*)

Regina.

A provincial seed grain fair will be held in connection with the agricultural societies' convention, which will take place in Regina on January 25-28, inclusive. The premium list offers $750 in cash prizes and a splendid championship trophy.

A conference has been held in Regina, at which the Public Works Department of all Provincial Governments in Canada were represented. Representatives of the Canadian Manufacturers' Association were also present. The object of the conference was to endeavour to draft uniform specifications for the construction of boilers to be used in all the Provinces. At the present time the specifications vary according to the provincial enactment.

News of the Province.

A delegation from Moose Jaw has visited Winnipeg to wait upon Mr. E. J. Chamberlin, vice-president and general manager of the Grand Trunk Pacific Railway, to urge upon him the necessity for extending the Yorkton-Regina line to Moose Jaw. The line, as shown on recent maps, represents the Regina road sweeping down from Hudson Bay, viâ Yorkton and Melville, to the Saskatchewan capital in one long but slight curve west of south. To continue this almost straight line would touch Moose Jaw, pass out south of the C.P.R. main line with Lethbridge, the great coal camp, and winter wheat fields dead ahead. Inasmuch as the Grand Trunk Pacific has asked for authority to construct these lines, the question is practically settled. It is only forty miles from Regina to Moose Jaw.

The Merchants' Bank building at Melville is nearing completion, and will soon be ready for occupation. The building is a fine one and a credit to the town. The Massey-Harris Company will erect a large warehouse there in the early spring. Mr. Noble, manager of the distributing branch of the company's business, was in the town recently making arrangements for the work, which will be rushed to a finish. Melville promises to be lively in the spring, and the real estate outlook could not be better.

Mr. W. Hopkins has been re-elected Mayor of Saskatoon, while Messrs. Massey, Willoughby, Smith, and Ashworth have been elected Aldermen.

A movement to organise a 10,000 club for Watrous has been started, and appears to be generally popular.

The first local telephones have been installed in Theodore. The Theodore, Springside, and Beaverdale Telephone Company, which has built the line, now has a system over eighty miles long, connecting the three places, and a local system in Theodore and Springside, besides numerous farmers' branches.

ALBERTA PROVINCE.

(*From Our Own Correspondent.*)

Edmonton.

For some time past engineers have been working on a large electric power proposition for this town, those engaged being Mr. Chas. Tupper, from McGill University, a son of Sir Chas. Tupper, and Mr. Chas. H. Colgrove, M.E. Mr. Colgrove is an expert, particularly in hydraulics, and has been connected with large plants in Colorado, New Mexico, and Idaho. The estimated cost of the project will be about a million and a half dollars. The minimum power that can be generated is estimated at 20.000 h.p., and the maximum is considerably larger.

The prosperity of Edmonton continues, and is reflected in the following returns, compared with the same month in 1908:—

	Nov., 1908.	Nov., 1909.	P.c. increase.
Customs	$10.622.00	$15.806.00	48
Building permits	80.505.00	60.260.00	—
Bank clearings	4,117,188.00	5,422.818.00	32
Post Office returns	5.400.00	6,300.00	17
Street railway.			
Passengers carried	37.362	229.798	461
Revenue	$1.613.79	$9.570.31	493

Arrangements have been completed for the opening up of permanent branches of the two large financial publications, Bradstreets and R. G. Dun and Co. Contracts for all the ties and timbers for bridges and culverts required by the Alberta and Great Waterways Railway have been let, with the condition that the supplies be ready by the spring. The contracts call for 340,000 ties, 140,000 posts, 500,000ft. of bridge timbers, and 150,000ft. for culverts. This will give employment to 400 men until the spring.

News of the Province.

For the first eleven months of the past year the building permits of Calgary amounted to $2,432,072, and the population, according to a recent police census, is estimated at slightly over 29,000. The amount of building in proportion to the population has been very unusual. There are few cities on the continent with a population approximating that of Calgary that have such a remarkable building record. It is not simply an occasional year of activity either, but one of a series, as has been proved by statistics for the last six years.

The prosperity of farmers resulting from the 1909 crop and the increase in values of their holdings is evinced by the Christmas business of Calgary merchants. From all quarters come reports of very extensive buying of high-grade goods, making this season a most profitable one for merchants throughout Southern Alberta.

BRITISH COLUMBIA.

Victoria.—The population of Victoria is at least 40,000, and it may possibly be as much as 45,000, according to the estimate made by the local postmaster, based on the increase in every department of the post office business. Since this time last year the parcel post has increased by 40 per cent. The money order and stamp business has increased to an almost equal extent, and the amount of matter handled last Christmas by the department has never been exceeded in the history of the city.

An amicable arrangement has been reached between the Hon. Price Ellison, Chief Commissioner of Lands and Works in the British Columbia Cabinet, with the owners of the remaining properties fronting on Superior Street, required to complete the public ownership of Parliament Square. In each case a fair offer was met by reasonable acceptance of the situation, and in no case since Mr. Ellison took up the question was recourse to arbitration or litigation necessary.

Mr. C. H., Topp, city engineer, has handed his resignation to the City Council, the same taking effect on January 1, 1910.

Vancouver.—The appointment of Dr. F. W. Brydone-Jack as health officer was made recently, at a meeting of the Board of School Trustees, but the question of salary and duties was referred to the Management and Building Committees.

The City Building Inspector will probably shortly make a recommendation to the Board of Works that the staff of his office be increased. He states that with the amount of building now going on in Vancouver it is practically impossible to maintain a close watch on the construction at all points with the present force.

——A Vancouver syndicate, headed by Mr. F. C. Law, has planned to erect a tourist hotel and summer resort on Salt Spring Island, one of the largest, most picturesque, and fertile of the gulf islands. The hotel, which will be modern in every particular, will cost in the neighbourhood of $80,000. It will have at least fifty bedrooms.

Nelson.—Mr. R. M. Winslow, an inspector of the Provincial Government, who has returned from an official visit to the Doukhobor settlements in the Castlegar district, says:—"These immigrants now seem a great deal more contented, and the sight of gold, which those of them who engaged a little in the cultivation of fruit obtained on the market for their products, is turning them into quite a business community. At Brilliant, where they hold 3.000 acres, they have about 200 acres planted to apples and peaches. More than twice this area will be planted to grapes. This tract has a south-western exposure, and the vines look very promising indeed. An irrigation system, costing $2,000, is being installed to water the entire property. Large reservoirs are being built of cement on each side, and from these the water will be carried in pipes to all parts. At Grand Forks the Doukhobors have 2.000 acres, and 1.100 acres on the south side of the Kootenay River, opposite Trums Station. At these points clearing operations are very active. Near the village of Castlegar preparations are being made to plant several thousand acres to fruit next spring.

New Westminster.—A gold nugget, worth several dollars, was found recently in the pumps of the *Fruhling* dredge, which is now here for repairs.

——Mr. John A. Lee, President of the Board of Trade, has defeated Mr. W. H. Keary, for the past eight years Mayor of this city, in the contest for the Mayoralty.

Skidegate.—A trial shipment of 50.000ft. of spruce lumber was sent to Vancouver recently as a trial shipment. Thence it will be shipped to England. It should be the beginning of the export lumber industry of the Queen Charlotte Islands.

Ikeda Head. The new wireless station at Queen Charlotte Islands is in complete working order. Communication is sustained regularly with Ketchikan, a distance of 198 miles. The mast at Ikeda Head is the highest on this coast.

THE YUKON.

Dawson. The first consignment of gold from the Yukon recently dispatched to the Royal Mint at Ottawa consisted of gold bricks to the value of $50.000. The first Canadian gold pieces will be coined from these. So far all the gold from the Yukon has gone to Seattle or to other American cities. It is probable that Government purchasing offices will be established in Dawson, where miners may obtain full value for their gold.

OUR LIBRARY TABLE.

IMPERIAL COLONIZATION; AN AMERICAN IDEA.[*]

"A 'Yankee's' view of England's duty to herself and to Canada," which Mr. Emerson Hough claims his book to be, would seem to promise some interesting, if not sensational, reading. The author, however, is not concerned with either the fiscal or political relations of the two countries. He holds no brief for Tariff Reform or Imperial federation, but devotes himself entirely to the consideration of unemployment in England and the opportunities offered by Canada. "For the human plant," says the writer, "opportunity is as necessary as the very seed of life. The answer to the cry of the poor, to the cry of the city, to the cry of socialism and threatened anarchy is one; and it is as easy as it is complete. The answer is: More land; wider opportunities—in short, colonisation."

Like the editor of the Toronto *Globe*, Mr. Hough, whether from observation or report, has conceived a terrible picture of British distress. "The hope of England" (he writes) "rots, dies, stifles, reeks in the alleys of her cities; no part of the Orient is worse; no human beings are lower in the scale of life than here, in England—ancient and proud. This product of the London slums cannot be saved at all; its only kismet is death; no colony could take such offerings free; Canada rightly resents the introduction of such units into her population. To give them to Canada is only to transfer the problem of the parasite."

The remedy offered is intelligent as opposed to promiscuous colonization, though how any colonization at all is to be of avail for "the hope of "England" whose "only kismet is death," does not appear to be quite clear. Mr. Hough has no doubts: "Transport these down the broad trail of Empire till they find the well-ordered fields where the new paths come in, paths where stronger men have forerun them to begin the work, to prepare the fields with stake and trellis. In such prepared environment, set out your plants weak and white of tendril; and ask God to give them watering and trust God to spell the answer."

It is but fair to say that the writer advocates the feeding of these plants for at least two generations—how, he does not say—before going on to the processes of transplanting and divine supplication.

This transplanting will be an entirely disinterested piece of benevolence on the part of England, for while "generations hence, England still may be ruling Canada, the unthinkable reverse may, perhaps, one day be true. If that seems unthinkable at least, we all may, and must, agree that no law and no government will avail to leave Canada like England. . . . In fifty years, Canada *(absit omen)* will perhaps, and probably, resemble the United States more than it will resemble England."

Speaking seriously, however, "The Sowing" is very readable and often suggestive. Mr. Hough is evidently sincerely impressed with the problem and convinced of the efficacy of his remedy. Making allowance for a certain exhuberance of style and with mental reservations as to some of the positions assumed, this "Yankee's" view of England's duty should certainly command the attention of the parties concerned.

IN MACKENZIE'S FOOTSTEPS[¶]

Miss Agnes Cameron's latest book, "The New North," is the narrative of a trip from Chicago to the Arctic Ocean by the Mackenzie River, and back by the Peace and Lesser Slave Rivers. This journey was first made by a white man a hundred and twenty years ago, when Alexander Mackenzie descended the river which bears his name in a canoe, but Miss Cameron is the first white woman to face the hardships of such a journey. The reading public therefore, should greatly appreciate enterprise which has resulted in so vivid a picture of the new north and of the life of the old and new races who have made it their home. The appeal of the book is three-fold, as a record of travel, as a contribution to the history of Canada, and as a study of primitive races, their customs and their lore.

Admirably illustrated with well-chosen photographs by the author, it is easy to conjure up a vision of the mighty water-way which bears the "Sturgeon head" craft of the lonely Hudson Bay Post, and of native settlements. The reader, too, with Miss Cameron, may mingle among the frontiersmen, the hardy mounted police, the Indians and the Esquimaux, and listen to their tales of present adventure and by-gone myths.

A BOOK FOR FRUIT-GROWERS.[‡]

Fruit growing has proved such a profitable investment in British Columbia, and become so well established and recognised an industry, that Mr. Bealby's book, in which he describes his personal experiences in the Kootenay district, must possess particularly valuable characteristics to make reference to it necessary or desirable. Its peculiar merit is due to the intimate practical knowledge the author possesses of all that relates to fruit growing, from the preparation of the soil to the presentation of the ripened product on the market or the exhibition stage. Every page is marked by abundant information, evident sincerity, and accuracy of detail. There is visible neither the optimism of the interested land agent nor the depression of the inexpert novice. One is conscious of being in the hands of a master, who has won his way to success by steady perseverance, who knew and recognised the difficulties he would have to meet, and, with confident strength and resolution, marched onwards to his goal. To the experience of such men it is good to listen. From such examples of intrepidity and resource one gains fresh hope to meet disappointment, and learns to appreciate the sturdy material, that snatches success, in spite of obstacles. The cry of decadence, of which we hear so much, seems to grow fainter in presence of this tale of honourable exertion and continued effort. And when the inspiring tale is written with literaary taste and made interesting by a graceful style, we feel increased indebtedness to the author.

The book seems to us to fulfil a two-fold purpose. To those who embark in the venture that tempted Mr. Bealby, it is a useful and informing guide, replete with serviceable hints and exact information on points in which the intending investor is concerned. On the other hand, a larger class, who are intelligently interested in the growth of Colonial Empire, who want to know the resources and the rewards which enterprise can exploit and energy secure, it offers a large field for reflection. The former class will note that capital is indispensable, if competency and modest luxury are to be acquired, and that anxiety and constant struggle are the lot of all who would gather the bountiful harvest that Nature offers to those who know how to coax from her the wealth she so lavishly exhibits. The other class, those who stay at home and "bear the ills they have rather than fly to others they know not of," will learn, with some surprise, that if the harvest is abundant the labourers are few. The demand for fruit is greater than can be supplied at present. Orders for choice varieties come in and cannot be met. The reader sees a picture of smiling plenty, ministering to the necessities of a whole world. He learns to respect a system, by which the distribution is so perfected, that delicate, perishable articles are conveyed thousands of miles without injury. He asks himself how it is that, in a sparsely populated country, the luxury of fresh fruit can be brought to remote villages, and remembers, with something like a pang of disappointment, and shame, that in the Mother Country similarly efficient means are non-existent.

In fact, if one reads Mr. Bealby's book attentively, he will understand that many things besides transport are better managed in Canada than in the Old Country, and will be inclined to entertain an enhanced opinion of the enterprise and capacity of the people, and confidently to anticipate a successful future for the Greater Britain of the West.

THE HISTORY OF QUEBEC.[†]

Mr. Doughty, who, being the Dominion Archivist, may be expected to have the fullest information available, has written an excellent history of Quebec. He traces the rise of the city from the days when Cartier passed his first winter in the New World, in a fort erected at the confluence of the St. Charles and Loiret Rivers, near the site of what is now Quebec. It was Champlain, however, who built the first houses on the rocky promontory which makes Quebec one of the most picturesque cities of the world. The many vicissitudes through which the city passed, its surrender to the conquering English force, and its later development are all dealt with conscientiously and attractively. Five interesting appendices are added, dealing respectively with the "Monuments of Quebec," "Hospitals and Institutions," "The Churches of Quebec," "A Chronological List, showing contemporary rulers in France, England, and New France," and a list of the "Governors of Lower Canada and of the Dominion of Canada." Many illustrations, some of them coloured reproductions from water-colours by Lieutenant Sitwell, R.E., are included, as well as a most useful historical map, which, in addition to showing various historical sites in the city, indicates that part of the Heights of Abraham which is to be converted into a national park.

MANY OPINIONS OF CANADA.[§]

One valuable result of the visit of the International Council of Women to Canada in June last has been the publication of a series of impressions, written by representatives of the various delegations, under the title, "Our Lady of the Sunshine and Her International Visitors." The countries whose representatives have given their opinions of the Dominion are the United States, Germany, Sweden, Great Britain, Denmark, the Netherlands, Australia, Italy, Austria, Hungary, and Belgium. In addition there is a foreword by the Countess of Aberdeen, the President of the Council. All the impressions received by the visitors seem to have been favourable ones, and much enthusiasm is expressed regarding the future prosperity of the Dominion. Many excellent photographs are included in the publication.

WHITAKER'S PEERAGE.

"Whitaker's Peerage, Baronetage, Knightage, and Companionage for the Year 1910," which is published for the fourteenth time from 12, Warwick Lane, Paternoster Row, E.C., maks its appearance with some new features. The introduction has had its index still further extended; a concise account of the Coronation ceremonies has been inserted; a page has been added to the section of Indian Titles; and another under the Glossary, in a description of Court Dress for Laymen. In the Directory, an important addition has been made by the insertion of a list of the Indian Companions. Moreover, the entries have been systematically transposed, being now arranged under the opening names of the holders, except where they were bearers of local titles, as chiefs, etc. Unfortunately, the four pages on Roman Catholic Prelates have been discontinued, owing to the death of the late Bishop Johnson, who edited them. The volume is larger by nearly twenty pages than the 1909 publication. The excellent book of reference is among those which are indispensable upon the library table.

The revised edition of "Five Thousand Facts About Canada," compiled by Mr. Frank Yeigh, has reached a second edition. It is published at 667, Spadina Avenue, Toronto, price 25 cents.

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[*] "The Sowing: 'A Yankee's' view of England's duty to herself and to Canada," by Emerson Hough. (Vanderhoof Gunn Co., Ltd., Winnipeg, Chicago, London, and Toronto.)

[¶] "The New North," by Agnes Deans Cameron. (D. Appleton and Co., New York and London.)

[‡] "Fruit Ranching in British Columbia." By J. T. Bealby, M.A. Illustrated. (London: A. and C. Black.)

[†] "The Cradle of New France." By A. G. Doughty, C.M.G., Litt.D. (London: Longmans, Green, and Co.) 6s.

[§] "Our Lady of the Sunshine and her International Visitors." Edited by the Countess of Aberdeen. (London: Constable and Co., Ltd.)

Trade and Business.

THE EFFECT OF THE PREFERENTIAL TARIFF.

Extracts from Canadian Blue Book

Various statistics have been quoted during the election campaign in regard to the increase in Canadian imports since the institution of the preferential tariff in favour of the United Kingdom by the Dominion Government. The following figures are taken from the official Blue Book issued by the department of Trade and Commerce at Ottawa (No. 10–1910).

The Preferential Tariff came into operation in 1897.

Statement of the value of imports into Canada from the United Kingdom, 1889-1909:—

Fiscal Years.	Total Imports. From all Countries. $	Imports from United Kingdom. Dutiable. $	Free. $	Totals. $
1889	[illegible]	[illegible]	10,031,382	[illegible]
1890	[illegible]	[illegible]	10,000,288	43,277,009
1891	[illegible]	[illegible]	10,571,283	42,018,943
1892	[illegible]	[illegible]	10,231,902	41,063,711
1893	[illegible]	[illegible]	[illegible]	[illegible]
1894	[illegible]	[illegible]	9,542,803	[illegible]
1895	[illegible]	[illegible]	7,747,421	[illegible]
1896	[illegible]	[illegible]	8,458,326	[illegible]
*1897	[illegible]	[illegible]	[illegible]	[illegible]
1898	[illegible]	[illegible]	[illegible]	[illegible]
1899	[illegible]	[illegible]	[illegible]	[illegible]
1900	[illegible]	[illegible]	12,718,227	44,279,983
1901	[illegible]	[illegible]	11,118,341	42,819,995
1902	[illegible]	[illegible]	13,960,162	49,022,726
1903	[illegible]	[illegible]	16,582,873	[illegible]
1904	[illegible]	[illegible]	16,784,787	61,724,616
1905	[illegible]	[illegible]	15,243,177	60,342,704
1906	[illegible]	52,615,725	16,568,190	69,183,915
†1907	[illegible]	48,750,741	15,664,674	64,415,415
1908	351,879,955	71,212,207	23,205,107	94,417,314
1909	288,217,515	52,219,881	18,462,220	70,682,101

* Year when preferential tariff commenced to take effect.

† 9 months ended March 31.

The year ending March 31, 1909, was notable for a greater depression in trade, both in Canada and the United States, than in any of the previous years statistics regarding which are included in the table. Note the decline between 1889 and 1898, as well as the increase since that date.

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CANADA AND ITALY.

The Hon. Sydney Fisher, Minister of Agriculture in the Dominion Cabinet since 1896, who attended an International Agricultural Conference, held in Rome last year, recently addressed a meeting in Montreal upon the subject of an International Institute of Agriculture. In the course of his remarks Mr. Fisher said that Canada might learn from other countries through the medium of this institute. Italy, in particular, he said, was a country from which Canada might learn much. Far from being a poor country, it was rich and prosperous; a land flowing with milk and honey. Agriculture there was carried out on intensive and scientific principles, in strong contrast to the slipshod and hasty methods adopted in Canada.

Italy, he added, was greatly interested in Canada, and he considered there were great possibilities of trade between the two countries. As indicating in what direction this trade might lie, he said Italy last year imported $35,000,000 worth of wheat, $3,000,000 worth of horses, $13,000,000 worth of fish, $22,000,000 worth of lumber, $52,000,000 worth of coal, $3,000,000 worth of pulp, and $7,500,000 worth of paper. The Italian products which Canada might buy from Italy were olive oil, citrous fruit, dried fruits, and silk.

The New Year's number of *Syren and Shipping* contains much information which will be useful to keep for reference besides an exceptionally large number of portraits of men of renown in the shipping world, and illustrations of many of the vessels which they own. A portrait of Mr. Hugh A. Allan, of Montreal, the popular President of the Allan line, occupies the front page. In the editorial columns the prospects for the development of the Canadian transatlantic mail service is discussed. The issue is printed in two colours and shows many evidences of the progressive enterprise of its publishers.

A large number of British coal miners have recently found employment in the Nova Scotia collieries, which are increasing their output at a remarkable rate.

BRITISH COLUMBIAN HOLLY.

How similar climatic conditions on Vancouver Island are to those of England is instanced by the following extract from the *Colonist*, published at Victoria, the capital of the province:—

Beautifully berried holly is being shipped east this year in even larger quantities than usual. Owners of private grounds boasting the festal tree have been shearing the branches for days past and the post-office clerks have handled hundreds of boxes consigned to almost all parts of the world. A very large supply has been shipped to San Francisco, where most of the local supply goes. One owner received $40 last week for the holly on a few trees on his property as it grew on the tree, and another owner got $45, this being bought at the rate of 30 cents a pound. Holly is selling locally at 55 cents a pound packed and ready for shipment. In San Francisco the price runs as high as $1 a pound.

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TRADE NOTES.

Montreal capitalists are about to erect a wire and nail factory and plant at Fort William. Among those interested are Mr. H. S. Holt, President of the Montreal Light, Heat, and Power Company, and Mr. F. W. Thompson, Second Vice-President and Managing Director of the Ogilvie Milling Company.

In outlining the objects of establishing a plant at that point, Mr. Holt said: "The advantages of a plant of that nature at Fort William are threefold. There is cheap fuel. There is cheap raw material, for the Soo Corporation will soon erect a steel rod mill at their plant, and that will mean we will have raw material practically at our doors. We will also have cheap water power, which is abundant around Fort William.

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

E. W. Gnaedinger (L. Gnaedinger, Son and Co., Montreal)—17, Aldersgate Street, E.C.

H. Panneton (fancies) (McIntyre, Son and Co., Ltd., Montreal)—17, Aldersgate Street, E.C.

J. A. Clarke (millinery and made-up goods) (Brock and Patterson, St. John, N.B.)—35, Milk Street, E.C.

Henri Duverger (G. H. Hees, Son, and Co., Ltd., Montreal)—Care of High Commissioner's Office.

Robt. McKay (Robt. McKay and Co., Hamilton, Ont.)—17, Aldersgate Street, E.C.

Robt. L. Smith (The Geo. W. Robinson Co., Ltd., Hamilton, Ont.)—35, Milk Street, E.C.

W. E. Lochead (Ogilvie, Lochead and Co., Brantford, Ont.)—35, Milk Street, E.C.

J. W. Moyer (The Murphy Gamble Co., Ltd., Ottawa, Ont.)—35, Milk Street, E.C.

H. B. Bristol (A. Bristol and Son, Picton, Ont.)—17, Aldersgate Street. Headquarters: 48, West Regent Street, Glasgow.

E. C. Crompton (E. B. Crompton and Co., Brantford, Ont.)—17, Aldersgate Street. Headquarters: 48, West Regent Street, Glasgow.

J. R. Geddes (Geddes Bros., Sarnia and Strathroy, Ont.)—17, Aldersgate Street. Headquarters, 48, West Regent Street, Glasgow.

T. Ritchie (The T. Ritchie Co., Ltd., Belleville, Ont.)—17, Aldersgate Street. Headquarters, 48, West Regent Street, Glasgow.

W. K. White (The John White Co., Ltd., Woodstock, Ont.)—17, Aldersgate Street. Headquarters: 48, West Regent Street, Glasgow.

Harold G. A. Ryan (G. B. Ryan and Co., Guelph, Ont.)—17, Aldersgate Street. Headquarters: 48, West Regent Street, Glasgow.

YORKSHIRE.

J. Permingham (woollens and tailors' linings) (Fitzgibbon, Schafheitlin and Co., Montreal) Great Northern Hotel, Leeds.

N. McFadyen (dress goods, etc.) (Fitzgibbon, Schafheitlin and Co., Montreal) — Victoria Hotel, Bradford.

J. W. Shouldice (Blake Shouldice, Ltd., Toronto)—Midland Hotel, Bradford.

Robt. Darling (Robt. Darling and Co., Toronto)—Midland Hotel, Bradford.

MANCHESTER

F. Rodden (Brophy, Parsons, and Rodden, Ltd., Montreal) Care of H. S. Booth and Co., 6, Hall Street.

J. W. Conway (woollens, etc.) (Greenshields, Ltd., Montreal) Manchester Office: 14, St. Peter's Square.

J. W. Anderson (hosiery, etc.) (Greenshields, Ltd., Montreal) Manchester Office: 14, St. Peter's Square.

J. L. Murray (Smallman and Ingram, Ltd., London, Ont.) Midland Hotel.

Arthur Robinson (McLaren and Co., Ltd., St. Catherines) Midland Hotel.

E. G. Cooper (The Anderson Co., Ltd., St. Thomas, Ont., and The Northway Co. branches) Midland Hotel.

Canadian Government TRADE COMMISSIONER SERVICE IN THE UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
- **J. S. LARKE**, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- **D. H. ROSS**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
- **J. B. JACKSON**, 15, Kiukiang Road, Shanghai, China.

Cuba—
- **E. KIRKPATRICK**, Plaza Hotel, Havana.

France—
- **A. POINDRON**, 101, Rue Réaumur, Paris.

Holland—
- **W. T. R. PRESTON**, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
- **G. A. HARRIS**, 14 Bund Room B, Yokohama.

Mexico—
- **A. W. DONLY**, Rebeldes No. 6, Mexico, D.F., Mexico.

Newfoundland—
- **J. E. RAY**, Gazette Building, Water Street, St. John's.

Norway—
- **C. E. SONTUM**, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
- **JOHN A. CHESLEY**, Rhodes Building, Cape Town, Cape Colony.
- **H. R. POUSSETTE**, Durban, Natal.

West Indies—
- **E. H. S. FLOOD**, Bridgetown, Barbadoes.
- **E. A. H. HAGGART**, Kingston, Jamaica.
- **R. BRYSON**, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
- **S. L. HORSFORD**, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
- **EDGAR TRIPP**, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
- **R. H. CURRY**, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

THE G.T.P. IN BRITISH COLUMBIA.

A despatch from Vancouver states that the Grand Trunk Pacific Railway has abandoned its plan of building a branch line from the Yellowhead Pass at the summit of the Rockies to Vancouver, paralleling the route adopted by the Canadian Northern. It now proposes to build by a slightly longer route, but one which will open up an entirely new country. This is indicated by an application just made to the Dominion Parliament asking for an amendment to the company's Act of Incorporation and seeking for legislation authorising the new route and an issue of bonds to the extent of $50,000 a mile. The branch line, it is proposed, will run south from a point on the main line between Moose Lake and Tête Jaune Cache, thence through the range to the Clearwater River, Bonaparte River, Seaton and Anderson Lakes, and Lillooet River, or the Squamish River, or between the last two rivers to Vancouver.

Those familiar with the route state that it has many points of superiority over the other proposed routes, in that it will traverse proved mining and agricultural districts like Cariboo and Lillooet. The line will run down the Clearwater, which in turn empties into the North Thompson. From the Clearwater a low pass will give an easy grade to the Bonaparte River, which will be followed south until the line will swing west across the Fraser and into the Lillooet country. Near Seaton and Anderson Lakes the company will have the choice of three routes into Vancouver. One will be via Pemberton Meadows and the Squamish River to the upper end of Howe Sound and thence along the coast to North Vancouver and via a bridge across the Second Narrows. The second route will be south via the Lillooet River and Harrison Lake to the Fraser River, and thence west to Vancouver. The third route, said to possess equal advantages, is from the Lillooet River south over a divide and thence into North Vancouver via the head of the North Arm of Burrard Inlet.

The Grand Trunk Pacific Railway originally proposed to build south from Fort George several hundred miles west of Yellowhead Pass. Later it sought to parallel the Canadian Northern route, its application being strongly opposed by the latter corporation, when the matter was dealt with by the minister of railways. In view of this opposition and the fact that an equally good route was available, the Grand Trunk Pacific seems to have concluded that it would be better to build through northern Cariboo and Lillooet. The line will cross the Fraser below Clinton.

THE ALBERTA AND GREAT WATERWAYS RAILWAY.

Mr. E. A. James, General Manager of the Alberta and Great Waterways Railway, was recently interviewed in Montreal in regard to this proposed line, which is planned to run from Edmonton, 350 miles north-east, to Fort McMurray, where it will connect with the Mackenzie, Athabasca and Peace Rivers, which afford an inland system of waterways over a distance of 3,500 miles.

Mr. James said the whole of the line had been financed, with ample capital to go ahead and push it through to its far northern terminus. Already Mr. James said that ten miles of the road had been graded north of Edmonton, and it was proposed to complete 150 miles of roadway during next summer, from Edmonton to Lac Labich.

Discussing the project with a representative of the *Montreal Gazette*, Mr. James said that although most of its line would run through a country which up to a few years ago was considered as a howling semi-Arctic wilderness, there was every probability that it would have plenty of business, not only from settlers, but by connecting with the vast waterways, which extended north to the Arctic and west of the Pacific Oceans.

"Much of the country we are to run through," said Mr. James, "is good farming land, just as good as that around Edmonton, and the climate is by no means so bad as has been imagined. While this country is at present only very sparsely settled, owing to the absence of railroads, there is no doubt that the fringe of settlement will be pushed forward just as rapidly as the line is built. We shall have a line running north for 150 miles next fall, and the indications are that the land within reach of it will be pretty well taken up within a short time.

"Then when we get through to Fort McMurray we shall find a big freight business awaiting us. Already there is a lot of freight being handled in the Mackenzie, Peace River and Athabasca districts, over those rivers, which are navigable for steamers for 3,500 miles. There is a big business getting in supplies for Hudson Bay stations, trappers and hunters and handling lumber, of which there is a considerable quantity in the country. The building of our line will give a direct water and rail connection clear from the Arctic Ocean to Edmonton, where we shall connect with three transcontinental railways, so that it will be the means of opening up an immense stretch of territory."

NEW C.P.R. LINES OPEN.

Three new branches of the Canadian Pacific were opened in the last week of 1909 for passenger traffic. These include the extension of the Lacombe branch from Stettler, Alta., to Castor, the opening of the Weyburn to Forward line, and the opening of the new line from Lethbridge to Carmangay. The line running east from Stettler will eventually be built through to Outlook, and will constitute the main line from Moose Jaw direct to Edmonton. The portion now being opened from Stettler to Caston covers a distance of sixty miles. An important strip of new country will be served by this line. On the new line running from Lethbridge north to Carmangay a bi-weekly service will be given. The line runs parallel to the Macleod to Calgary branch, and is built through one of the finest districts in Southern Alberta.

THE VALUE OF THE FISHERIES

Official Statistics According to Provinces

Nova Scotia leads all the provinces in the value of its fisheries, the catch last year amounting to $8,009,838. The following table shows the value of the fisheries of the various provinces for the year ended last March, and the total value for the whole of Canada:

Nova Scotia	$8,003,838
British Columbia	6,465,038
New Brunswick	4,754,298
Ontario	2.100.078
Quebec	1,881,817
Prince Edward Island	1,378.624
Manitoba and Keewatin	600.396
Saskatchewan	152,795
Alberta	58,955
Yukon Territory	49,246
Totals...	$25,451.085

G.T.P. WHARVES AT VICTORIA.

Tenders have been called for the construction of wharfs, warehouses, and buildings upon the property recently acquired by the Grand Trunk Pacific at Victoria, B.C. The buildings are to have a superstructure providing accommodation to passengers embarking from vessels, and there will be handsome and commodious waiting rooms, ticket and frieight offices.

The steam tug *Lord Beresford* recently arrived at the port of St. John, New Brunswick, for service in the harbour. She was built at Paisley this year by John Fullerton and Co., and was designed by John Reed and Co., of Glasgow. Her gross tonnage is 111; length, 75 ft.; breadth, 18 ft. 6 in.; depth, 10 ft. 6 in.

The export of hay through the port of Montreal in 1909 showed a total of 448,662 bales, as compared with 225.748 bales in 1908, and 136,789 bales in 1907. The principal shippers were James Scott and Co., 106.765 bales; W. H. Dyer, 82,271 bales; Quintal and Lynch, 78,224 bales; and James McDonnell, 52,317 bales.

THE ALLAN LINE RUMOURS.

Mr. Hugh A. Allan, the Chairman of the Allan Steamship Company, in conversation with a representative of *Canada*, repeats the denials already made by Sir Montagu Allan and Mr. Andrew Allan, as to a reported purchase by the C.P.R. of the Allan fleet, or an amalgamation with that company. The Allan fleet now consists of twenty seven steamships, six of which are of over 10,000 tons—the *Victorian*, *Virginian*, *Corsican*, *Tunisian*, *Grampian*, and *Hesperian* which are available to carry out the weekly mail contract for which the company is responsible In the *Ionian* the company also possess another vessel nearly as large. Great improvements have been made in the *Corinthian* and *Sicilian*, now employed in carrying out the direct mail contract between Havre and Canada. As the existing transatlantic mail contract between the Allans and the Canadian Government has still nearly two years to run, no final arrangements for the building of new and faster steamships have as yet been entered into.

TRADE PERSONALIA.

At the annual elections of the Commercial Travellers' Association of Canada, held in Toronto, the treasurer's statement showed receipts for the year of $123.817. The following gentlemen have been elected to form the board of management for 1910: President, John Gibson; First Vice-President, Robert Gemmell; Treasurer, E. Fielding. Directors for Toronto Board: James G. Cane, J. W. Charles, Alexander Cook, Jas. H. Lumbers, D. H. MacKay, Geo. W. Moore, W. R. Mosery, C. J. Tuthill, J. H Wildfong. Hamilton Board: First Vice-President, E. J. Fenwick; iDrectors, W. H. Dean, Arthur F. Hitch, Geo. H. McGregor, C. C. Syme, H. G. Wright, E O. Zimmer. Montreal Board: Vice-President, S. O. Shorey; Director, Wm. Cauldwell

The Engineers' Club of Toronto has elected the following officers for this year: Hon. President, Professor Galbraith; President, Mr. Willis Chipman; First Vice-President, Mr. C. M. Caniff; Second Vice-President, Prof. R. W. Angus; Chairman Library Committee, Mr. W. Almon Hare· Treasurer, Mr. L. J. Street; Secretary, Mr. R. B. Wolsey.

The Western Ontario Commercial Travellers' Association of London, Ontario, has elected Mr. John M. Dillon to the Presidency. The list of officers is as follows: Vice-Presidents, Ald. Donald Ferguson, H. W. Lind, John Lennox, Hamilton; Directors for Ottawa, F. E. Breckenridge, Robert Tait; Montreal, H. H. Hannon and H. A. Bordeau.

The Montreal Metal and Hardware Association has elected the following officers for 1910:—President, Wm. Starke; vice-president, H. J. Fuller; treasurer, J. H. Hanson; directors, H. Walter Dorkin, C. H Godfrey, W. J. Hayes, T. Esmond Peck. Mr. T. H. Newman was chosen as the Association's nominee for election to the Council of the Board of Trade.

THE LUMBER INDUSTRY IN B.C.

Colonel A. D. Davidson, Vice-president of the Fraser River and Columbia River Lumber Companies, speaking in Winnipeg regarding the lumber industry on the Pacific Coast, stated that a great improvement has taken place in the trade during the last few months. The wholesale price has advanced $1 a thousand and the retail price $2.50 a thousand, and there was a good demand for cargo shipment. A great deal of American capital is being invested in lumber in British Columbia, and Colonel Davidson anticipates a considerable advance in standing lumber during the next year or two. Prices for lumber on the whole, he said, were higher and firmer than they had been at any time during the last three years. Colonel Davidson expressed the opinion that the pulp industry was unquestionably destined to be one of immense importance on the coast. A large American concern had recently established a mill, and one of equal capacity had been put up by British capital.

IMPERIAL BANK OF CANADA.

Capital Authorised $10,000,000.00
Capital Paid Up 5,000,000.00
Rest 5,000,000.00

Head Office ... **TORONTO.**

Branches throughout the Dominion of Canada.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, or through its Agents in England and Scotland.

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

Canada West Investments, Ltd.

A CANADIAN COMPANY FORMED TO PLACE CANADIAN INVESTMENTS BEFORE BRITISH CAPITAL WHICH HAVE FIRST BEEN APPROVED OF BY A STRONG BOARD OF DIRECTORS.

Real Estate. Bonds. Mortgages.

Canadian Solicitor in Charge of the London Office—

50, Palmerston House, Broad Street,

Telephone: 6087 London Wall. LONDON, E.C.

The Subscription List will close on or before 14th January, 1910.

DOMINION OF CANADA.

CITY OF CALGARY

(Province of Alberta).

Issue of £325.400 Sterling 4½ per cent. Debentures of £100 each, due 1930-1940.
Issue Price, £103 10s. per cent.

Interest will be paid by Coupons half-yearly on the 1st January and 1st July, the First Coupon for six months' interest being payable on the 1st July, 1910.

The Debentures are for £100 each, payable, Principal and Interest, at the Bank of Montreal, London, in Sterling, or at the option of the holders at the Bank of Montreal, Calgary, Toronto or Montreal, in currency at par of exchange.

The Bank of Montreal, 47, Threadneedle Street, London, E.C., is authorised to receive subscriptions for the above-mentioned Debentures at the price of £103 10s. per Debenture, payable as follows:

£ 5 on Application.
£20 on Allotment.
£78 10s. on 16th February, 1910.

£103 10s.

Payment in full may be made under discount of 3 per cent. per annum, on or after allotment.

These Debentures will be created under the authority of the Charter of the City of Calgary (Ordinances of the North-West Territories No. 33 of 1893) as amended by later Ordinances and Statutes of the Province of Alberta, and of by-laws passed in pursuance thereof, and rank equally with Debentures previously issued as a charge upon the general rates and revenues of the city. A Sinking Fund will be provided.

The City of Calgary, having an estimated population of 33,000 and an area of 12 square miles, is the largest City in the rich agricultural and grazing Province of Alberta. It is situated some 70 miles east of the Rocky Mountains, is on the main line of the Canadian Pacific Railway, and is the terminus of the branches leading north and south to Edmonton and Macleod respectively. The projected lines of the Grand Trunk Pacific Railroad and other railways will afford additional facilities. During the past few years the growth and development of the City have been remarkable, and it is an important railway and commercial centre.

The following information is furnished by the City Clerk:

	Par of exchange
1. Assessment for 1910 (exclusive of exemptions)	£6,164,383
2. Existing General Debentures of the City (including General Debentures of present issue)	£652,181
3. Value of municipal assets (including Sinking Funds for Debentures and Land held for Sinking Fund purposes)	£798,439
4. Revenue for 1909	£89,384
5. Expenditure for 1909	£88,767

6. Rate of taxation for 1909, exclusive of school rate, is equivalent to 3.42d. in the £.

7. The proceeds of the Debentures now offered are required by the City for the purpose of the Electric Railway now running, extension of Electric Power System, and extension of various public works of the City.

The Debentures now offered will mature as to £141,300 General Debentures on 1st January, 1940, and as to £184,100 Local Improvement Debentures on 1st January, 1930. So far as can conveniently be arranged allotments will be so made that each applicant shall receive a rateable proportion of Debentures of each maturity, but no applicant will be entitled to claim Debentures of either maturity, all the Debentures being regarded for the purposes of this issue as identical.

Applications on the accompanying form should be lodged with the Bank of Montreal, 47, Threadneedle Street, London, E.C., together with a deposit of £5 for each Debenture applied for.

Scrip Certificates to Bearer will be issued against Allotment letters. Definitive Debentures will be issued in due course in exchange for fully-paid Scrip.

Failure to pay any instalment when due will render previous payments liable to forfeiture, or at the option of the Bankers, interest at the rate of 5 per cent. per annum from the due date will be charged on any overdue instalment. In case of partial allotment, the balance of the deposit will be applied towards payment of the amount due on allotment.

Application will be made for an official quotation of the Debentures on the London Stock Exchange.

Prospectuses and Forms of Application may be obtained from the Bank of Montreal, 47, Threadneedle Street, London, E.C., or from Messrs. J. and A. Scrimgeour Southsea House, Threadneedle Street, London, E.C.

London, 12th January, 1910.

This Form may be used.

No

CITY OF CALGARY.
(Province of Alberta.)

Issue of £325.400 Sterling 4½ per cent. Debentures of £100 each, due 1930 1940.

Issue Price, £103 10s. per cent.

APPLICATION FORM

To Bank of Montreal,
47, Threadneedle Street, London, E.C.

Gentlemen,

Having paid to you the sum of £
being a deposit of £5 per cent. on £
4½ per cent. Debentures, I (we) hereby request that you will allot me (us) that amount of Debentures, at the price of £103 10s. per £100 Debenture, and I (we) hereby agree to accept the same or any smaller amount that may be allotted to me (us) and to make the further payments thereon in accordance with the terms of the Prospectus dated 12th January, 1910.

Name (in full)... ...
(Mr., Mrs. or Miss)
Address (in full).. ..

Date............January, 1910.

Cheques should be drawn to Bearer, and crossed Bank of Montreal.

RETURNS ON INVESTMENTS.

	Price.	Div.	Ret
Dom. Coal com.	92	4	4.34
Do., pfd.	116	7	6.03
Dom. Textile com	70	5	7.14
Do., pfd.	105	7	6.66
Halifax Street	120	7	5.83
Montreal Street	225	10	4.72
Toronto Street	129	7	5.42
Lake of Woods com.	148	6	4.39
Montreal Steel pfd.	115	7	6.08
Montreal Power	134	7	5.22
Montreal Telegraph	154	8	5.19
Montreal Cotton	130	8	6.15
Mackay com.	92	5	5.43
Do., pfd.	76	4	5.26
Ogilvies pfd....	127	7	5.51
Do., com.	143	8	5.59
Richelieu and Ontario... ...	94	5	5.31
Penmans Ltd.	58	4	6.80

⁂

A VALUABLE FINANCIAL REVIEW

We have received from Messrs. Effingham Wilson, 54, Theadneedle Street, E.C., the appendix to Volume II. of "The Annual Financial Review," the well-known Canadian publication compiled by Mr. W. R. Houston. The appendix, which is dated November, 1909, contains a carefully revised précis of facts regarding Canadian securities, especially those which have held their annual meetings and published balance-sheets since the publication of the original Review in June last. The publication is one which no one interested in Canadian securities can do without.

⁂

MONTREAL MUNICIPAL SECURITIES.

The City Treasurer Reassures British Investors.

The severe strictures passed by Mr. Justice Cannon upon the maladministration of the affairs of the city has caused Mr. Robb, the City Treasurer, to address a letter to an English bondholder, in which he points out that Judge Cannon, in alluding to the finance department of Montreal, said: "The proof adduced shows that this department is well organised and works satisfactorily." Mr. Robb also publishes figures which show that, even if 25 per cent. of the fixed charges were wasted, it would only represent 5 per cent. of the total appropriations for the year, which are placed at $5,500,000. Moreover, the holders of the bonds are not affected by wasteful expenditure, because the total debt (of which their holdings form a part) is limited by law to a safe percentage of the "real estate" on which it is secured, while the interest thereon is made a first charge on the revenue.

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

The most noticeable event on the Canadian security markets has been the fresh advance in Montreal Street, referred to in a separate note. This stock was heavily traded in up to 222½. Montreal Power has been advanced to the new high price of 134, and Shawinigan the whole of whose new issue has been taken up—sold up to 103. Dominion Iron was active. Toronto railway stock advanced to 130, a new record, and Richelieu and Ontario sold up to 94¾. Nova Scotia Steel was also stronger at 71, Montreal Steel has recently been in the limelight on rumours that certain interests are trying to bring about a merger of this company and the Montreal Rolling Mills, Hamilton Steel, and several other plants. Twin City has been an active market here. A sale of 200 National Trust took place at 200, 12 points above the last transaction. Bank shares have been rather quiet at last quotations. Black Lake Consolidated Asbestos securities have been listed here, and dealt in on the basis of 21 for the Common, and 79¼ for the bonds. Northern Navigation, after being higher, gave way a little on the dividend not being up to everybody's expectations.

Buying of Montreal Street Revives Merger Rumours.

Strong buying of Montreal Street up to 222½ has revived the rumours of a merger between the Street, Power and Shawinigan Companies, and the "Street" has even been discussing the terms of the proposed combination. One statement says that Street will enter the merger at 250, Power at 200 and Shawinigan at 150. At present there is nothing beyond the market movements to justify these expectations, but it is pretty generally held in Montreal that the movements in the different stocks is an intelligent anticipation of coming developments. Power was unaffected by the voting on the municipal Electric Light plant.

A Sound Selection Showing Good Interest Yields.

That there are plenty of good stocks available here for the British capitalist has been shown in previous letters. Here, even first-class stocks are boldly advertised in the papers and on the financial page of to-day's *Montreal Gazette* are City of Montreal 4 per cent. registered stock at par and interest, and Canada Cement 6 per cent. bonds at par and interest, whilst in the list of investment yields on the same page are Dominion Coal 7 per cent. Preferred (6 per cent.), Bell Telephone (5.50 per cent.), Lake of the Woods Common (4.25 per cent.), Montreal Power (5.20 per cent.), and Richelieu and Ontario Navigation (5.30 per cent.).

Lake of the Woods Position.

It is difficult to explain the remarkable rise in Lake of the Woods, for the directors do not meet to discuss matters in connection with the dividend for several weeks, but the fact remains that the price has recently crossed Ogilvie. The financial writer on a leading journal says that the Company's business has been good for the first three months of the Company's fiscal year, but business during the coming quarter will tell the story as to whether the bonus for the half year is to be 2 per cent. or better. Interviewed Mr. Meighen declined to discuss the stock market aspect of the situation. Reference has been made in previous letters to the strong, upward movement in Lake of the Woods, but the continuance of the advance has recently caused much surprise, the price now being double the lowest of 1908.

THE LONDON MARKET.

LONDON, WEDNESDAY.

The Stock Exchange during the past week has been in a fitful condition, and business has not yet been of large proportions, though a fair amount of investment is going on, induced by the marked ease in the money market. The "house" has got over the reactionary tendency which developed with the advent of the New Year, but the imminence of the General Election inclines operators generally to conservatism. Consols and kindred stocks have been chilled by the appearance of an Indian loan of £7,500,000, but home rails have been strong on dividend anticipations. Marked irregularity has characterised the American department, sentiment at Wall Street being hurt by the firm attitude of the Administration towards corporations and by the monetary position. Unfavourable crop news has depressed Argentine rails, while foreigners have displayed hesitancy, and were very unsettled at one time on reports that the Austrian Emperor's health was in a critical condition. West Africans among mines have been good, but Kaffirs have made no response to highly encouraging gold and labour returns for December. Another strong revival in rubber shares has been the feature of the miscellaneous market.

Canadian securities have not had an active week, and the tendency of the group has been uncertain. The gilt-edged stocks of the Dominion have risen superior to the unsettlement in the Consol market, and Calgary, Manitoba and Montreal Debentures are all a point better. Canadian rails have inevitably been infected to some extent by the nervousness and irregularity characterising the Yankee department, and Canadian Pacifics are over a dollar weaker, despite the good traffic gain of $217,000 published in respect of the first week of the month. The Grand Trunk traffic was also an encouraging one, receipts for the week being £24,379 heavier, but while the Guaranteed conclude with an improvement of ¾, junior stocks are ⅜ to ¾ lower. Quebec Central Income bonds have risen 1 to 112. A confused tendency has been in evidence among miscellaneous descriptions, Canadian General Electrics have been a good feature, rising 2½ to 121. On the other hand, Canada Car and Foundry Common has receded 2 to 68, and Dominion Textile at 72 is 1 lower. Lake Superior issues were also fractionally easier, and Shawinigan Watershed ½. There were scattered losses of ¼ to 1½ among South American tractions. Canadian land shares have been without decided tendency either way. Hudson's Bays have added ½ at 102, and Calgary and Edmonton Lands are 6d. better: but Southern Albertas have yielded 6d. and Western Canada Lands 1s

*

NEW ISSUE.

The Bank of Montreal is authorised to receive subscriptions for debentures of the City of Calgary to the amount of £325,400, carrying 4½ per cent. interest, which are issued at £3 10s. premium. The prospectus states that the population of the City of Calgary is now 33,000, and during the past few years the growth and development of the city have been remarkable.

FINANCIAL ITEMS.

British Columbia's Mineral Output.—The following cablegram has been received by the Agent-General for British Columbia, giving an approximate estimate of the mineral production during last year:—"Gold, $5,610,000; silver, $1,470,000; copper, $5,300,000: lead, $1,700,000; coal, $6,790,000; coke, $1,670,000; miscellaneous, $1,500,000—total, $24,040,000."

Le Roi Mining Co.—The report for the year ended September 30 states that the accounts show a balance to the debit of profit and loss of £9,701 on the operations of the company for the period under review. This result is arrived at after writing off £34,026 on exploration and development, depreciation of machinery, etc. The credit balance carried forward is £79,331. During the year 26,935 tons of ore, of an average value of $15.48, were mined and shipped to the smelter at Northport. A discovery of high-grade ore was made on the 1,650ft. level of the mine, but unfortunately this ore body proved disappointing in regard to size. Eventually it became necessary to suspend active operations until arrangements could be made to carry out an extensive scheme of exploration and development.

Winnipeg's Bank Clearings in 1909. The bank clearings in Winnipeg issued on December 30, when the business of the year was practically wound up, reveal such exceptional expansion as to be almost remarkable. Total clearings for the year amount to $767,006,434, compared with $614,111,801 last year, an increase of almost $153,000,000. The biggest week of the year was the one ending December 2, the figures being $27,845,410. The biggest previous week was November 19, 1908, the figures being $22,158,528. The largest day in 1909 was on November 12, when the business amounted to $5,659,466. Last year November 11 was the largest day, $4,827,404 being the amount. The smallest month was February, $41,211,683. The smallest week ended on September 9, $9,440,524, and the smallest day February 24, $1,250,631. Clearings for the week ending to-day were: $16,700,682, compared with $12,268,729 last year, the increase being 36.1 per cent.

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INVESTMENT
TRUST
COMPANY,
LIMITED.

Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.

DIRECTORS.

President ... ... K. W. BLACKWELL
(Director Merchants' Bank of Canada, Vice-President Montreal Street Ry. Co.)
Vice-President ... J. P. BLACK
(Director Dominion Textile Co.)
JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works).
W. M. DOBELL (of Dobell, Beckett & Co. Quebec).
A. J. NESBITT, Man. Director.

Montreal, Canada.

WESTERN TRUST
COMPANY.

A Strong Western Canadian Organization.

Pays special attention to the investment of funds in Mortgages and other Canadian Securities; undertakes the Management and Sale of Real Estate; acts as Fiscal Agent of Corporations; and administers Trusts of every nature. Correspond with us on any subject requiring attention in Canada.

Head Office—WINNIPEG.

CANADIAN SECURITIES.

◆

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3%	97	94	94½	91	92½.91½
" 3½% Reg.... ...	102	98½	101	97	100½.99½
" 3¾% Bonds ...	102	100½	103½	100	101½.100½
Alberta, 1938	Iss.	1909	102	99	101½.100½
British Columbia, 1917...	100	96	107	102	105.103xd
Manitoba 4% B'ds, 1947	102	98	104	100	103.101xd
Nova Scotia, 3½%.. ...	95	90	96	92	94.93
Ontario (Pr.) 3½%... ...	[illegible]	91	97	92½	95.94
Quebec (Pr.) 3%	85½	81	87	83	85½.84½
Saskatchewan 4%, 1949	Iss.	1908	103	99½	101½.100½
Calgary (C.) 4½% Debs.	104	98½	106	100	105.103
Edmonton 4%, 1915-47..	108	103½	109	105	105.103
Hamilt'n(C.)4% Deb.1934	102	98	103	99	102.100
Montreal(C.)4% Deb.1932	107	99	106	102	106.104
Ottawa 4½%, 1913... ...	104	100	105	100	103.101
Quebec(C.) 4% Debs. ...	103	99	104	100	102.100xd
Regina (C.) 5%, 1923-38	107	101	109	105	108.106
St. John, N.B. 4%, 1934	103	97	103	99	102.100
Saskatoon (C.) 5%, 1938	105½	101	107	102	106.104
Sherbrooke(C.)4½% Deb., 1933	—	—	105	101	104.102
Toronto (C.) 4% Stg. Bds.	103	99	106	99	102.100xd
Vancouver (C.) 4% Deb., 1947-8	101½	99	104	99	103½.102½
Victoria (C.) 4% Debs., 1933-58	99½	98½	102½	99	102½.101½
Winnipeg (C) 4% Deb....	103	97	104	99	102.100
BANKS.					
B. N. A.	147	141	155	148½	154.152
*Commerce	171	155¾	194	171½	206.205
Dominion...	225	221½	242	240	245.244
Imperial	218½	218½	228¾	226½	235.231
*Merchants	166	151	170	160	171.169
*Molsons	207	105	211	199¾	201.200
Montreal	250	228	251¾	245	264.263
*Ottawa	208	200	213	210	210
*Royal	233	211½	233	212	225.224
*Toronto	220½	204¼	227	216½	220.217
INDUSTRIALS.					
Bell Telephone	143	115	150	138	151.149
Canadian Car Co.	Iss.	1909	—	—	68½.67½
Canada Cement Com. ...	Iss.	1909	—	—	27½.26½
" " Pref. ...	Iss.	1909	—	—	89¾.8[illegible]
*Canadian Col. Cot. M....	50½	47½	63	47½	60.59
Canadian G. El. C. ...	108¾	86½	127	106½	121½.120½xd
*Canadian Marconi ...	1.70	1.50	—	—	—
*Consumers Gas	198	182	—	—	205.204
*Crow's Nest Pass Coal...	130	120	—	—	78.77
Dominion Coal Com. ...	70½	37	93¾	43	93.92
* " " Pref ...	112	85	119	96	120.117
Dominion I. & S. Com.	25	12½	72⅝	19	74.72
" " " Pref.	66½	36	138	69¾	141.139
*Dominion Textile Com.	47	42	79½	57½	72¾.7[illegible]
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	—	—	—
Halifax Electric	104½	87½	122	106½	125.124
*Internat. Coal & Coke...	79½	60	—	—	83.82
*Internat. Portland Cem.	122	106¾	—	—	175
*Lake of the Woods Com.	98¾	71	145½	97½	147.146
* " " " Pref.	119	103	128	118	127
*Laurentide Paper Com.	112	93	130	112	127.126
* " " Pref.	[illegible]	101½	131¼	[illegible]	130
Mackay Co.'s Com. ...	77⅛	51½	95	70½	95.93
" " Pref. ..	71	59½	77	69	80.78
Mexican L. & P. Com.	79½	45⅜	89	62	69½.68½
" " Pref.	108½	99	107½	103¾	102.101
Mexico Tram	139	68½	150½	123½	126.125
*Montreal Cotton	125	105	131	117	130.128
Montreal L. H. & P. ...	113½	85	129½	109	140.136
*Montreal Steel Com. ...	83½	60	104	68	104.103
* " " Pref. ...	112	92	117	100	118.115
Montreal Street	204½	170½	220	203	[illegible]
*Montreal Tele...	148	135	159¾	135	150.148
*Northern Nav.	100½	83	—	—	125.122
N. S. Steel & Coal Com.	62	43	84	54½	71.69
* " " " Pref.	119	108½	112	114	118
Ogilvie Flour Com... ..	116	102½	146½	112	144.142
" " Pref... ...	130	114	128	118½	128.125
*Penman's Ltd. Com. ...	50	29¾	60	42	59.57
* " " Pref. ...	132½	72½	93½	83	85
Richelieu & Ont. N. ..	78	62	92½	97	98.96
Rio de Janeiro T... ...	82	29½	107	87	93½.92½
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Nav.	116½	109½	—	—	120
Sao Paulo	157	113	163	148½	153.152xd
Shawinigan W. & P. ...	81	55	105	80½	103¾.102¾
*Toronto Electric Light...	—	—	—	—	120.118
Toronto Ry.	115½	94	127½	107¾	133.131
Winnipeg Elec.	171½	123½	190½	156½	187.186
W. Kootenay Power Bds.	—	—	—	—	110.108
RAILWAYS.					
Alberta Ry.	114	82	137	118	142.1[illegible]
" 5% Deb. ...	103	89	107	102	106.104
Can. North. 4% Perp. Deb	96½	89	98	90	95.94
C. P. R.	180	143	191	170½	185½.185½
Dominion Atl. Ord. ..	18	12	17	12	18.15
" " 5% Pref.	41	40	47	40	46.41
Gd. Trunk Pac. 3% 1st M.	86¾	83½	88½	84	83½.82½xd
" " 4% Bds. "A"	100½	91½	97½	91	96.94
Grand Trunk	[illegible]	14½	25	18½	[illegible]
" 4% Guar....	98	88¾	95½	88	92.91½
" 1st Pref. ...	115½	96½	110	101	104½.103¾
" 2nd Pref. ...	109	80½	96	95½	94½.93½
" 3rd Pref. ...	61½	39½	60	44	53.52½
Minn. St.P. & S.S.M. Co.	138½	85	150	137	145.141
" " Pref	[illegible]	141	[illegible]	151	162.157
Quebec Cent. N. Inc	[illegible]	110½	[illegible]	108	113.111
Quebec & L. St. John Inc	30	22	[illegible]	14	
White Pass	5½	4½	5½	3¾	4⅛.4
" " 5% 1st Inc.	101	97	[illegible]	98	102.100
" " 6% Deb.	97	[illegible]	[illegible]	92	96.94

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	—	—	152.148
*Canada Perm. Mort. ...	120¾	111½	—	—	161
*CanadianSavings&Lo'n	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	179
*Dom. Savings & Invest.	—	—	—	—	71½
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	—	—	110
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	—	—	200.198
*Toronto General Trusts	150	143	—	—	165
*Toronto Mortgage ...	107	104	—	—	128
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ...	45/-	32/6	47/6	42/6	47/6.45/-
Canada N.W.L.	$112	$65	$110	$95	$105.95
Hudson's Bay	92	73	99	75	103.101
S. Alberta	1 3/16	15/16	1 13/16	1 1/16	1 13/16.1 11/16
Western Canada... ...	1 1/16	15/16	1⅛	1	1 3/16.1 1/16
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	[illegible].105
*Canadian Col. Cot. ...	100	92	100	95	100.99
Canadian Iron Corp. ...	Iss.	1908	103	94	101.100
Dominion Coal	94	87	98½	90	102.101
*Dominion Cotton... ...	98½	91	105	99	105.103
Dominion Iron & Steel	80½	70½	97½	77½	99.97
*Dominion Textile "A"	98	80½	98½	91½	98.96
* " " "B"	97	83½	100	92	100.99
* " " "C"	96½	82	100	90	96.95
* " " "D"	98	85	104	93	100.99
Electrical Devel. of Ont.	88	70	90	81	84.81
*Lake of the Woods Co.	117½	102½	112	104	112.110
Lake Superior Co. ...	Iss.	1909	90½	88	91½.91
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73¾	87½	79	81.80xd
Mexican L. & P.... ...	90	80½	90	80	89¾.88¾
Montreal L., H., & P...	101	91½	100½	98½	84
*Montreal Street	100	95½	102½	99½	100.99
*N.S. Steel & Coal 1st M.	110	103	—	—	109.108
* " " ,,Consols	103½	99	—	—	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112½
" " 1st M. "B"	—	—	—	—	112½
Rio de Janeiro 1st Mort.	92½	72	98½	90	94½.93½xd
Sao Paulo	97	90¾	105	90½	102½.101
Winnipeg	106	99	106	102¾	107.106
W. Canada Flour Mills	Iss.	1908	107	98	107.105

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on January 1:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$3.00	2.65
Chambers-Ferland... ...	2,311,000	1.00	.41	.40
Cobalt Central	4,761,500	1.00	.24½	.23
Cobalt Lake...	3,930-866	1.00	.14½	.14
Silver Queen	1,500,000	1.00	.22½	.22
Coniagas	4,000,000	5.00	5.70	5.20
Foster-Cobalt	915,518	1.00	.32½	.31
Green Meehan	1,500,000	1.00	.12½	.11½
Kerr Lake	3,000,000	5.00	8.95	8.92
McKinley-Darragh ...	2,246,937	1.00	.84½	.82
Nova Scotia	1,900,000	1.00	46	.44
Peterson Lake	2,561,820	1.00	.24	.23½
Right of Way	499,518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.13½	.13½
Temiskaming	2,500,000	1.00	.72	.71½
Trethewey	945,450	1.00	1.45	1.44
Nipissing	6,000,000	5.00	10.62	10.45
	Nom. cap.			
La Rose	7,500,000	5.00	4.90	4.85
Watts	1,000,000	1.00	.20	.17
Crown Reserve	2,000,000	1.00	4.08	4.05
Little Nipissing	1,000,000	1.00	.22½	.22

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending Jan. 7.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,315,000	$217 000	—
Grand Trunk	£101,322	£18,290	—
Canada Atlantic............	£5,751	£1,414	—
Grand Trunk Western ...	£20,451	£2,850	—
Detroit Grand Haven...	£7,041	£1,825	—
Mexican	$139,900	$22,300	—
Mexican Southern	$10,860	$926	—
Alberta	$4,419	$860	—
Canadian Northern	$174,900	$20,600	—

Rio de Janeiro Tramway, Light, and Power Company, Ltd.—The Board of Directors has declared a dividend of 1 per cent. on the issued capital stock of the company, payable on February 1, 1910, to all shareholders of record on January 15, 1910.

Grand Trunk Railway Company of Canada.—We are officially informed that Mr. Alfred Waldron Smithers has been elected Chairman of the Board, and Sir Henry Mather Jackson, Bart., Vice-chairman of the Board, and that Mr. Charles Melville Hays has been appointed President of the Company.

Manitoba and Saskatchewan Coal Company, Ltd. — Scrip certificates for the issue of $250,000 6 per cent. First Mortgage Sinking Fund bonds are now ready, and will be delivered by the Canadian Bank of Commerce, 2, Lombard Street, E.C., in exchange for receipts and allotment letters duly endorsed. The company's output in December was 10,600 tons

4½ PER CENT. DEBENTURES.

TORONTO SAVINGS AND LOAN COMPANY.

PAID-UP CAPITAL £205,479
RESERVE FUND 133,561
TOTAL ASSETS 613,802

This Company is at present receiving LOANS on Debenture at 4½ per Cent. for Three to Five Years.

FINLAYSON, AULD & MACKECHNIE Writers, Agents in Great Britain.
144, St. Vincent Street, Glasgow

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 98.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C. H. RICHES, Canada Life Building.

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY — FINANCIAL.
Cobalts a Specialty.
OTTAWA, Canada.

W. LAKE MARLER.

Bonds, Stocks, and Debentures on Commission.

Cobalt Stocks specially reported upon, on application.

110, WELLINGTON STREET,
OTTAWA, ONT.
able Address: "MARLER."

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $6,000,000 (£1,232,876)**

President—B. E. WALKER. **HEAD OFFICE TORONTO.** General Manager ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
,, (East)
,, (South)
Canora
Carman
Carmangay
Claresholm
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros
Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds
Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina
Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—Bank of Scotland *Agents in Ireland*—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - -	£1,000,000
RESERVE FUND - - -	500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island, Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
,, Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
,, Market Square.
,, Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
,, St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
,, St. John's Gate.
Raymore, Sask.
Reston, Man.
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Rosthern, Sask.
St. John, N B.
,, Union St.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
,, King and Dufferin Sts.
,, Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver. B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,980,000
Reserve Fund and Undivided Profits	5,280,000
Deposits by the Public	42,600,000
Total Assets	57,300,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE BANK OF OTTAWA.

Capital authorized	$5,000,000
Capital paid up	3,297,550
Rest & undivided profits	3,753,469

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,087.

BOARD OF DIRECTORS.

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HEAD OFFICE, MONTREAL - - - Sir Edward Clouston, Bart. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P E. I
Chatham, N.B
Chatham, Ont.
Chilliwack, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
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Edmundston, N B
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
and one Sub-Branch.
HAMILTON, Ont.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Moncton, N.B.
MONTREAL, Que., and nine Sub-Branches.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont., and two Sub-Branches.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, and two Sub-Branches
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sawyerville, Que
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.
TORONTO, Ont., and five Sub-Branches.
Trenton, Ont.
Tweed, Ont.
VANCOUVER, B.C., and one Sub-Branch.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man., and two Sub-Branches
Wolfville N.S.
Woodstock, N.B
Yarmouth, N.S

In Newfoundland
Birchy Cove.
St. John's.

In United States
NEW YORK, 31, Pine Street.
CHICAGO, Cor: La Salle and Monroe Street.
SPOKANE, State of Washington.

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

Boston—Merchants National Bank. Buffalo—The Marine National Bank. New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America. San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq.
F. WILLIAMS TAYLOR. *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital . $4,000,000
Reserve Fund $4,500,000

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INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 139 Branches of THE MERCHANTS' BANK OF CANADA

Banking, Insurance and Finance.

Eleven Months' Fire Waste.

The fire waste of the United States and Canada for 1909 will, it is now evident, be well under last year, and even below the 1907 total. For November the losses aggregated only $14,808,550, about $1,000,000 under the corresponding month of last year, and more than $4,000,000 below the same period of 1907. The total for the eleven months is only $183,673,700, against a total of $223,932,500 for 1908, and $199,878,500 for the comparative period of the preceding year. The monthly losses during 1909 varied between $13,795,400, in March, and $19,345,300 in the succeeding period April- the average for the eleven months being $16,697,545. If we accept this as the estimated loss for December we get a total for the whole year of a little over $200,000,000, or approximately $40,000,000 under 1908, and $16,000,000 less than in 1907. The fire fiend has indeed been remarkably well-behaved during the old year, and it is to be hoped that the opening year will be equally fortunate. Even granting that the insurance companies and underwriters have to take the good years with the bad, it must be a long time before they recover from the heavy reverses sustained during the past decade.

* * *

The Decennial Bank Revision.

Every ten years the Canadian Bank Act comes up for revision, and speculation has been rife in Canada as to what, if any, amendments to the Act will be made this year. Various suggestions have been advanced, such as the institution of a Government inspection of the banks, and fixed reserves. As Sir Edward Clouston indicated in his recent annual speech to the shareholders of the Bank of Montreal, however, it will probably be found in due course that any changes that are introduced in the Canadian Bank Act will be quite unimportant. One of the most criticised points in banking policy is the employment of funds abroad, but in view of the difficulties experienced by the banks since 1907 in using the vast sums deposited with them, less will probably be heard upon this subject. As to the Government inspection of banks, this is admirable in theory, but, as frequently explained in *Canada*, quite unworkable in practice, for the simple reason that it would be impossible to carry this out, owing to the enormous number of branches. The steps taken to provide for elasticity in circulation during the crop-moving season was valuable legislation, but it is doubtful if the system generally can be improved upon to any material extent.

* * *

Joint Stock Enterprise in Canada.

Some interesting data with regard to joint stock enterprise in Canada is furnished in the Government report recently presented to the Canadian Parliament. According to this, letters patent were granted to three hundred and sixty-six new companies, with a total capitalisation of $119,324,000. Powers to increase the capitals of existing companies have raised this total to $191,617,000. This aggregate, of course, includes but a small proportion of mining companies, the majority of which were registered under provincial laws, the promoters of these concerns—as a contemporary points out—"apparently finding the provincial laws more to their liking." In Ontario the nominal capitalisation of these mining companies must run into many millions of dollars, but these huge sums—owing to the methods obtaining in Canada of issuing shares at a discount—are probably not represented by more than 10 per cent. of tangible assets. The facility with which mining companies are enabled to pile up their capitalisations is one of the weak spots of the Canadian Companies Acts. The $191,617,000 of new capital created under federal law compares with $151,778,000 in 1907, $212,576,000 in 1906, and $109,595,000 in 1905. A contemporary, in commenting on the 1909 statistics, says that, although "there are possibly some wild cats among the concerns created under the federal law, the great majority are legitimate business enterprises, many of them long-established . . . . this being especially notable in connection with concerns which have their headquarters in Montreal," which city gives this department of the Federal Government most of its work.

* * *

Two Cobalts.

It is exceedingly unfortunate that such ill-success has attended the operations of the few Cobalt mining companies formed under British auspices. But it is this very fact that has put home investors off Cobalt mining shares. What could be more disappointing, for instance, than the career of the Cobalt Townsite Silver Mining Company, whose third ordinary general meeting was held last week, or the Casey Cobalt Mining Company, whose second ordinary general meeting took place on the same day? If we contrast the history of these two concerns with such properties as the Nipissing, La Rose, Crown Reserve, Buffalo, or a number of other Cobalt propositions, we can readily understand why it is investors here have never taken kindly to Cobalt. Had several of the best dividend paying properties been brought to London, and moderately capitalised, public interest in the district might have been aroused, and capital found its way to Cobalt, even although it is a silver region. As it is, the few companies that were floated in the early days of the Cobalt boom have been such disastrous failures that investors have ever since fought shy of Cobalt shares.

* * *

Points about a Navigation Company.

Although Canadian Navigation Companies' issues are but little known in Great Britain, they are very largely held by Canadian investors. One of the best known of these concerns is the Richelieu and Ontario Navigation Company, to which reference was made by our Toronto correspondent recently. The issued capital of this concern which carries on an important transportation business on the St. Lawrence River, and owns, in addition to its fleet of steamers, hotels, shops, wharves, stores, etc., is $3,132,000, in shares of $100 each. Some time ago our Toronto correspondent sent word that it was probable that the dividend would be increased, and it is now stated that the company has earned 9½ per cent. on its Common stock for the season just terminating, and that the revenue will show a net increase of $325,000. It is announced that the directors have definitely decided to increase the dividend in March next. We are told that the directors are exceedingly sanguine about the company's prospects, and that it was never before in such a strong financial position. Next year important developments and extensions are to be inaugurated, and United States capitalists are taking a prominent part in providing the necessary funds. The Common stock, which from 1896 to 1903 paid 6 per cent. dividends without a break, is now on a 5 per cent. basis, and yields at the current quotation about 6 per cent. On the assumption that it is put on a 6 per cent. basis next year, the yield would work out at rather more than 7 per cent. Since 1897 the stock has varied between 125 in 1901 and 48½, the latter low point being reached during the depression of 1907. The current quotation of 98 is approximately the average mean of the prices recorded during the past twelve years. In view of the projected extensions and strong financial position of the company, an advance in the quotation of Richelieu and Ontario Navigation Common stock seems quite justified.

* * *

The Flow of Capital to Canada.

Whilst there is every reason to look for a steady diversion of capital from domestic channels to the Dominion, whatever may be the result of the General Election which commences to-day (Saturday), it is not so probable that large sums of money will be deposited with the Canadian banks, for the simple reason that the rate allowed is not sufficiently attractive for those who desire to lend their capital out for lengthy periods. The cable has told us that extensive purchases have recently been made of Canadian investments, and this only confirms the reports mailed by our correspondents. That the policy of the late Government has badly scared the home investor is undoubted, and it will be some time—even assuming that the Unionists are able to achieve the apparently impossible and convert their present minority into a working majority—before confidence is restored; so that, whatever happens, we expect British capital to continue to steadily flow towards Canada.

* * *

Montreal Street Power and Shawinigan Rumours.

The pronounced advance on the Canadian Security markets in the price of Montreal Street Railway stock has given colour to the reports that this company and the Montreal Light, Heat, and Power and Shawinigan companies are about to combine. The Montreal *Gazette*, in commenting on the advance in Montreal Street, and the recent strength of Power and Shawinigan, says there is nothing to give countenance to the current gossip; but the marked movements in these particular issues are almost universally accepted in the "Street" (Montreal) as a sure indication that something big is in view. Already there is considerable speculation as to the basis on which the respective stocks will be taken into the merger. One of the current reports is to the effect that Street will enter the merger at 250, Power at 200, and Shawinigan at 150. Such terms would account for the exhibition of strength by these stocks lately; whether they will be borne out by the event remains to be seen. But in Montreal the view is widely prevalent that the recent market movements mean something, and that the present buying of the stocks is in the expectation that their prices are to be brought near to the merger basis before any plans are announced.

VALUE OF THE 1909 CROPS.

An Increase of $100,000,000 over 1908.

The following bulletin, which has been compiled by the Census and Statistics Office at Ottawa, and is dated December 29, gives final estimates of production and value of the field crops, etc., in Canada. These estimates are based on the reports of a large staff of correspondents in every Province of the Dominion. From the North-west Provinces, in addition to the regular correspondents, the Office received reports from over 1,000 postmasters.

An area of 30,065,556 acres of field crops has yielded a harvest which, computed at local market prices, has a value of $532,992,100, as compared with $432,534,000 from 27,505,663 acres last year. The details of area, yield, and value for each kind of crop are shown in the following table:—

Field Crops.	Area, 1909. Acres.	Yield, 1909. Bushels.	Value, 1909. $
Fall wheat	662,100	16,095,000	15,842,000
Spring wheat	7,088,300	150,649,000	125,478,000
Oats	9,302,600	353,466,000	122,390,000
Barley	1,864,900	55,398,000	25,434,000
Rye	91,300	1,715,000	1,254,000
Peas	393,300	8,145,000	7,222,000
Buckwheat	282,440	7,806,000	4,554,000
Mixed grains	582,100	19,391,000	10,916,000
Flax	138,471	2,213,000	2,781,000
Beans	55,970	1,324,600	1,881,400
Corn for husking	352,570	19,258,000	12,760,000
Potatoes	513,508	99,087,200	36,399,000
Turnips and other roots	248,047	107,724,600	18,197,500
		Tons.	
Hay and clover	8,210,300	11,877,100	132,287,700
Fodder corn	269,650	2,779,500	15,115,500
Sugar beets	10,000	86,000	500,000

The principal grain crops of the country are wheat, oats, and barley, which last year aggregated in area 18,617,900 acres and in value $263,710,000, against 16,297,100 acres and $209,070,000 in 1908. Hay and clover from 8,210,300 acres have a value of $132,287,700, against 8,210,900 acres and $121,884,000 in 1908. Rye, peas, buckwheat, mixed grains, and flax, grown on 1,487,311 acres, have a value of $26,707,000, as compared with 1,525,700 acres and $23,044,000 in 1908. The hoed and cultivated crops of beans, potatoes, turnips and other roots, corn and sugar beets, grown on 1,449,745 acres, have a value of $84,852,500, as compared with 1,471,913 acres and $78,535,000 in 1908. Fall wheat with a yield of 24.31 bushels per acre shows a value of $23.93 per acre as against 24.40 bushels and $21.10 in 1908. Spring wheat, with 21.25 bushels, shows $17.70, against 16 bushels and $12.84 in 1908. The averages for both crops are 21.51 bushels and $18.23 per acre, against 17 bushels and $13.80 per acre in 1908. The total value of the wheat harvest in the north-west provinces is $121,560,000, and in the rest of the Dominion $19,760,000, as compared with $72,424,000 and $18,804,000 in 1908. For the other crops of the Dominion, oats show averages of 38 bushels and $13.16 per acre, as against 31.64 bushels and $12.15; barley, 29.71 bushels and $13.64, against 26.79 bushels and $12.23; rye, 18.78 bushels and $13.73, against 17.05 bushels and $12.57; peas, 20.71 bushels and $18.36, against 17.09 bushels and $14.46; buckwheat, 27.64 bushels and $16.12, against 24.55 bushels and $14.47; mixed grains, 33.31 bushels and $18.75, against 32.73 bushels and $17.43; flax, 15.98 bushels and $19.94, against 10.76 bushels and $10.46; beans, 23.67 bushels and $33.61 against 27 bushels and $33.08; corn for husking, 54.62 bushels and $36.19, against 62.45 bushels and $32.32; potatoes, 192.96 bushels and $70.88, against 132 bushels and $63.24; turnips and other roots, 434.29 bushels and $73.36, against 373 bushels and $64.58; hay, 1.44 tons and $16.11, against 1.39 tons and $14.84; fodder corn, 10.30 tons and $56.06, against 11.27 tons and $45.35; and sugar beets, 8.60 tons and $50, against 10.07 tons and $53.52 per acre.

The value of all field crops in Prince Edward Island is $9,213,000, in Nova Scotia $22,319,300, in New Brunswick $18,150,900, in Quebec $90,071,000, in Ontario $200,598,000, in Manitoba $74,420,500, in Saskatchewan $97,677,500, and in Alberta $20,741,000. In 1908 the value of the crops in Prince Edward Island was $9,408,000, in Nova Scotia $20,083,000, in New Brunswick $18,042,000, in Quebec $80,896,000, in Ontario $185,308,000, in Manitoba $66,660,000, in Saskatchewan $37,614,000, and in Alberta $14,522,000.

The condition of the new crop of fall wheat last year was 93.33 of a standard, as compared with 75 per cent. in 1908. In Alberta there is an increase of 21 per cent. fall wheat seeding, and in Ontario, an increase of 9 per cent. over the area sown in 1908. The per cent. number of live stock on hand last fall, compared with 1908, and the per cent. of standard condition, are shown in the following table:—

Live stock.	Per cent. number compared with 1908.	Per cent. of standard condition.
Horses	101.75	98.58
Milch cows	98.56	97.92
Other horned cattle	92.80	97.70
Sheep	95.43	98.73
Swine	89.02	98.35

Captain Spencer, of the Church Army, recently gave a lecture, illustrated by cinematograph views, in the Borstal institution at Borstal, of life in Canada.

LABOUR IN CANADA.

The latest issue of the *Labour Gazette*, which is issued monthly by the Dominion Department of Labour, states that the feature of the month of November having the most pronounced effect on general industry, as compared with the corresponding period in other years, was the exceptionally fine and mild weather which prevailed in nearly all parts of Canada. This enabled farming, building, and other outdoor occupations to be pursued with an unusual degree of activity up to the closing days of the month. Navigation was some days later in closing than last year, and the additional facilities thus afforded for the marketing of the grain crop had an immediate effect upon the general situation. In the lumbering, mining, and manufacturing industries and in general trade the increasing buoyancy noted during the past few months received a further stimulus. Railway construction camps and unskilled labourers on civic improvements and building contracts were among those who especially profited from the weather conditions. Especially noteworthy was the heavy volume of freight traffic on the railways, which in the closing days of the month led in some instances to fears of a possible car shortage. The outlook for the coming winter season is more favourable than at the corresponding period of any year since 1906. During the month the following increases in wages were reported:—

The Dominion Coal Company signed an agreement with the Provincial Workmen's Association renewing for two years the existing agreement, which expired on December 31. Under the terms of the agreement mine labourers to the number of 800 will receive an advance in wages from $1.52 to $1.60 per day.

At St. John, N.B., seventy printers in the employ of ten firms had their wages increased by from 50 cents to $6 per week. The various employing printers at Calgary, Alta., granted an increase of $2 to sixty of their employés, the increase being from $18 to $20 per week.

Certain employés of the Corticelli Silk Company at St. John's, Que., received an increase in wages.

At the close of the shipping season at Montreal, Que., the bonuses earned by the longshoremen during the past season were paid by the various steamship companies. The average bonus amounted to $35-$40.

IMMIGRATION TO NOVA SCOTIA.

An Encouraging Report.

Mr. A. S. Barnstead, the Secretary of Industries and Immigration for the Province of Nova Scotia, speaks very favourably of the immigrants who settled in the Province during 1909. In the course of an interview with a representative of the *Morning Chronicle*, Halifax, he pointed out that the Province had secured as good a class of settlers as those obtained in 1908. In the aggregate they had brought in considerably more capital. Most of them settled on farms, although some have gone in for industrial pursuits. There were at time good openings in the Province for vigorous young men in all callings, and if his department were apprised of any openings they endeavoured to fill them when the demand could not be met locally. Discussing the class of immigrans needed, Mr. Barnstead said:—

"Farmers, farm labourers, and female domestic servants are the only people whom the immigration departments, either Canadian or Provincial, advise to come to Canada. Others who come should be assured of definite employment or provided with enough money to support them for a time. These 'others' do come, however, and if we can be of service in securing situations for such as are desirable, we readily do so. To this end I welcome correspondence with any employer of labour, whether farmer, manufacturer, or lumberman, who wishes to obtain efficient help, and is unable to secure a sufficiency of native help. We may expect hereafter a largely increased immigration of domestics. The Local Council of Women have helped materially to solve the domestic problem by opening a Women's Welcome Hostel in Halifax."

Mr. Barnstead then referred to the work in the United Kingdom of the Rev. M. McLean Goldie, who is acting as the special representative of the Province for emigration. He is endeavouring to secure men with a knowledge of farming and some capital, say from £100 to £1,000 or more, to settle on Nova Scotian farms, also skilled market gardeners for districts, such as Pictou, Cape Breton, and Cumberland counties, where prices are good and specialists in those lines scarce.

The Department is also arranging for the selling of vacant farms in the Province. "We have" (said Mr. Barnstead) "established a bureau of farms for sale, and have now listed upwards of 400 properties from the various counties of the Province. We collect all the details possible respecting these places. With these unbiassed facts available we are enabled to transmit first-hand information to prospective purchasers of land in this Province. We are also able to ascertain whether a purchaser, at the price offered, can really make a living from the place. Inquirers appreciate the relative low values of lands here, compared with those of Great Britain. They find that they can buy a good farm outright in Nova Scotia for the yearly rent they would pay for a similar farm in England."

In conclusion, Mr. Barnstead said: "Our advertising campaign and the efforts of our representatives in Great Britain are steadily bringing us more of our rightful share of the Canadian immigration. We have, of course, from the beginning looked more to the quality of our immigration than to its quantity, and, while less spectacular than other immigration movements, I believe that such a policy will ultimately redound to the lasting benefit of this Province. The coming year will see a greater influx of men of means to Nova Scotia than has been seen for a generation. The opportunities are here, real, tangible, indubitable. We are engaged in telling the British people of these advantages. We have succeeded in making some of them listen, and—well, they are preparing to come."

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry [illegible] rinted at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writ[illegible].

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

[illegible] uiries regarding investment matters should be marked "Financial" on the left hand top corner of [illegible]

[illegible] ries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is [illegible] n only to annual subscribers.

FINANCE AND REAL ESTATE.

F. R. (Westgate) and M. McC. (Glasgow).—See answer to "L. D. P."

SUBSCRIBER (Matlock).—We published a list last week which should serve your purpose very well.

ADMIRER (Liverpool).—Canadian Northern 4 per cent. Perpetual Consolidated Debenture stock would be an excellent investment for the few hundreds you have to invest.

J. R. (Norwich).—We consider Hudson's Bays quite high enough. They may go higher still, but under present circumstances we do not feel justified in recommending them as an investment.

D. D. M. (Cambuslang).—You might average your Grand Trunk Third Prefs. We consider the Lake of the Woods Milling Company a most promising proposition. We should not touch Cobalt Townsites.

READER (St. Peter le Port).—We are glad to hear that you profited by our advice. After such a big advance it would be worth while selling—a profit is always worth having, especially when it amounts—as in your case—to over 40 per cent.

G. A. F. (Hampstead).—We think if you sell now you will be able to buy them back later on at a reduced quotation. We do not give advice with regard to West African Mining shares. We deal with Cobalt Townsites in another column.

L. D. P. (Winchester)—Have nothing to do with them; they are merely a bucket-shop, and would snatch your cover at the first opportunity. That is why they suggest that such a small sum would be sufficient. Now and again one of their hints come off, and no one is more sorry than the unprincipled rogues who give the advice, which is, as we said last week in dealing with the subject, always tainted.

F. E. W. (Northampton).—The net public debt of Canada in 1896 was $50.82 per capita. In the current year the Minister of Finance puts it at $45.85 per capita. The debt itself has increased from $258,497,432 in 1896 to $323,930,279 in 1909, and the falling-off in the liability per capita is due to increase in population. The increase in deposits in the Canadian chartered banks has grown in ten years from $250,000,000 to $731,806,000 in October last.

TRADE.

R. G. (Ipswich).—The increase in the grain production of the Western Provinces of Canada alone has been from 32,000 bushels in 1900 to 313,500,000 bushels last year. This year, again, a much larger acreage will be under cultivation. The figures are taken from the speech of Mr. Foster in the Budget debate at Ottawa, December 14 last.

T. C. (Yarmouth).—The following table shows the relative value of the principal commercial fishes of Canada caught in the year ended March, 1909:—Salmon, $4,814,250; lobsters, $4,200,279; cod, $3,161,409; herring, $2,471,936; mackerel, $1,336,810; halibut, $1,045,316; whitefish, $812,626; haddock, $716,800; sardines, $670,808; trout, $666,352; pickerel, $502,076. Then follow hake, smelts, pollock, clams, pike, and oysters in the order named.

EMIGRATION.

"NEW SUBSCRIBER" (Derby).—The latest directories have not yet reached us. In the meantime we suggest your writing to the Stovell Co., Winnipeg, the *Witness* and *Herald*, Montreal, also Dennison and Co., St. Francois Xavier Street, Montreal. In Toronto, address Rolph and Clark, Ltd., Simcoe Street; the Thomson Engraving Co., Adelaide Street; and the Mail Empire Co.

A. J. (Kidderminster).—Your enquiry was answered to "Veteran" in our issue of January 1. You can also address Mr. J. Obed Smith, the Assistant Superintendent of Emigration, upon the subject, 11 and 12, Charing Cross Road, S.W. The grant was to volunteers resident in Canada, who actually served with the British forces in South Africa.

GENERAL.

COLOUR-SERGEANT (Peterborough).—The exact statistics you ask for could be obtained by writing to Mr. R. F. Stupart, Superintendent and Director of the Dominion Magnetic Observatory, Toronto. The mean temperature of Calgary in the irrigated land district of Alberta is 58.8 in summer, 13.9 in winter. In the Edmonton district the sun shines for eighteen hours out of the twenty-four in the height of the summer season.

C. C. C. (Shifnal).—Many English youths are now sent to Canadian schools and universities to complete an education which especially fits them to become successful settlers. The fees at one of the four principal public schools in Canada are equivalent to £75 per annum, which includes board and all the customary extras. The vacations are: ten weeks in the summer, three weeks at Christmas, and ten days at Easter.

RITA (St. Leonard's).—"The Maple Leaf for Ever," the national Song of Canada, was composed by the late Mr. Alexander Muir, a native of Scotland, whose family settled in Toronto when he was an infant. The idea which permeates the song was suggested to him when walking in a Toronto garden on an October day in 1867, when the maple leaves were falling thickly around him in all the glory of their autumnal tints. The poem vibrates with love for Canada, for England, for Ireland, and for Scotland. Rousing is the chorus:—

> The Maple Leaf, our emblem dear,
> The maple leaf for ever!
> God save our King and heaven bless
> The maple leaf for ever.

The last verse runs:—

> God bless our loved Canadian homes,
> Our Dominion's vast domain;
> May plenty ever be our lot,
> And peace hold endless reign,
> Our union bound by ties of love,
> That discord cannot sever.
> And flourish green, o'er freedom's home
> The maple leaf for ever.

Mr. Muir also composed the tune.

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THE CATTLE INDUSTRY IN THE WEST.

Mr. Patrick Burns, of Calgary, recently estimated that 75,000 head of cattle were shipped out of Alberta during last season. Of this number about 35,000 went east and 40,000 to the Pacific Coast. The average price ranged for steers $45 to $55 a head; cows $30 to $40. Regarding the cattle ranges, Mr. Burns states that they were being cut down to a large extent by the inroads of the agriculturist; he thought that in a few years a different system of grazing would be necessary if the output of marketable cattle was to continue to be as large as at present, because of very possible diminished grazing area. He ventured the prediction that the year 1910 would be a year of great progress in the Western Provinces, and believed that the opportunity was at hand for every man willing to work to gain a satisfactory competence.

ENQUIRY COUPON.

"CANADA," No. 210, Jan. 15, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending December 24, and also for the corresponding week last year:—

	lbs. 1909.	lbs. 1908.
Argentite	40,000	—
Crown Reserve	122,550	118,000
Drummond	220 000	120,000
Hudson Bay	[illegible]	
Kerr Lake	—	122,400
La Rose	343,692	130,000
McKinley-Dar.	—	114,000
Nancy Helen	[illegible]	
Nipissing	193,335	128,000
O'Brien	—	127,880
Temiskaming	—	60,000
Totals	1,025,620 (512 tons)	920,480 (460 tons)

BRITISH COLUMBIA.

Ore shipments for the week ending December 24 were as follows:—

BOUNDARY.	Tons.
Granby	29,485
Mother Lode	11,500
Oro Denoro	700
Snowshoe	3,890
Total	45,575

ROSSLAND.	
Centre Star	[illegible]
Le Roi No. 2	[illegible]
Le Roi No. 2, milled	[illegible]
Le Roi	[illegible]
Velvet	[illegible]
Total	[illegible]

SLOCAN-KOOTENAY.	
Queen, milled	420
Granite Poorman, milled	250
Whitewater Deep milled	700
Kootenay Bell, milled	70
Second Relief, milled	145
Nugget, milled	116
Blue Belle, milled	900
"Y" Girl	150
Van Roi	54
Richmond-Eureka	67
Rambler-Cariboo	22
Whitewater	106
St. Eugene	265
North Star	35
Emerald	28
Gold Cup	13
Total	3,335

SMELTER RECEIPTS.	
Granby, Grand Forks	29,485
Consolidated Co., Trail	8,072
B.C. Copper Co., Greenwood	12,200
Total	49,757

A pamphlet relative to natural gas and petroleum, issued by the Dominion Department of Mines, says:—"The Province of Ontario was responsible for the total production of oil in Canada during both 1907 and 1908. Active drilling explorations in search of oil were carried on in Alberta and British Columbia, but no production has yet been reported from these Western Provinces. In 1904, an Act was passed by the Dominion Government, providing for the payment of a bounty of 1½ cents per gallon on crude petroleum produced from wells in Canada. The payments are made on claims submitted by the producers of crude oil to the Minister of Trade and Commerce. In 1908 the total bounty paid was $277,193, representing a quantity of 527,987 barrels, of 35 gallons each, of crude petroleum."

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Leslie A. Davidson, Toronto- Savoy Hotel.
Mrs. J. F. Kenney, Halifax—Hotel Windsor.
Mr. and Mrs. A. W. Tolmie, Ottawa Ivanhoe Hotel
Mr. and Mrs. T. F. Ahearn, Ottawa—Hotel Metropole
Walter Witten, A.M., Ph.D., Barrie, Ontario 20, Compton Avenue, Brighton
Mr. and Mrs. A. J. Paterson and Miss G. V. Paterson, Vancouver Strand Palace Hotel.
Mr. and Mrs. C. W. Peterson, Calgary Hotel Waldorf.
A. McTavish Campbell, Winnipeg—Savoy Hotel
Mr. and Mrs. Archibald Wilson and Miss Katharine Wilson, Hamilton Hotel York
Miss Louise Hayter Suchall, Toronto Scott's Hotel.
Mr. and Mrs. R. P. Butchart and family, Victoria—Hotel Victoria.
Mr. and Mrs. McIntosh, Summerside, P.E.I. —London Hotel.
H. W. Cutford, Gilbert Plains, Man.—Hipen Abbas School, Alresford, Hampshire.
A. H. Tukes, Vancouver—54, Parliament Street, S.W.
A. Hurst, Maple Creek, Sask.—Lunefield Pinner.
W. L. Robson, St. John, N.B.—Hotel Russell.
A. V. Branscombe, St. John, N.B.—Hotel Russell.

The following visitors are also in London:
Miss M. F. Dawson, Montreal—Waldorf Hotel.
Mr. and Mrs. Isadore Freedman, Montreal—Piccadilly Hotel.
Mr. E. L. Lucas, Ottawa—Savoy Hotel.
Mr. J. H. Conway, Montreal—Savoy Hotel.
Mr. W. E. Nichead, Brantford, Ont.—Waldorf Hotel.
Mr. H. G. A. Ryan, Montreal—Waldorf Hotel.

◆

LONDON ENTERTAINMENTS.

THE THEATRES.

His Majesty's.—"Pinkie and the Fairies," by W. Graham Robertson

Queen's Theatre.—"The House Opposite." Mr. H. B. Irving, Miss Dorothea Baird.

Drury Lane. — Christmas Pantomime—"Aladdin." Wilkie Bard and George Graves.

New.—"Henry of Navarre." Julia Neilson and Fred Terry.

Savoy.—"Fallen Fairies," by Sir W. S. Gilbert and Edward German. Mr. C. H. Workman.

Garrick. — "Where Children Rule." A Fantasy. By Sidney Blow and Douglas Hoare.

Apollo.—"The Follies," in burlesque.

Duke of York's.—"Peter Pan," by J. M. Barrie. Miss Pauline Chase and Miss Hilda Trevelyan.

Globe.—"Arsène Lùpin," by Francis de Croisset and Maurice Leblanc. Mr. Gerald du Maurier.

The Playhouse.—"Little Mrs. Cummin," by Richard Pryce. Miss Lottie Venne.

Adelphi.—"The House of Temperley," by Sir A. Conan Doyle.

Lyric.—"Sir Walter Ralegh." Mr. Lewis Waller.

Gaiety.—"Our Miss Gibbs." Miss Gertie Millar and Edmund Payne.

Vaudeville.—"The Brass Bottle," by F. Anstey. Mr. Lawrence Grossmith and Miss Mary Brough.

Daly's.—"The Dollar Princess." Miss Lily Elsie and Mr. Joseph Coyne.

Haymarket.—"The Blue Bird," by Maurice Maeterlinck.

Court Theatre. "Alice in Wonderland."

Comedy. — "Smith," by W. Somerset Maugham.

Prince of Wales's. "The Little Damozel," by Monckton Hoffe. Mr. Charles Hawtrey.

St. James'.—"The Importance of Being in Earnest." Mr. George Alexander.

New Royalty Theatre.—"Charley's Aunt," by Brandon Thomas.

Criterion.—"Don," by Rudolf Besier. Mr. Norman McKennel. Miss Ellen O'Malley. January 17, "When Knights Were Bold." James Welch.

Lyceum.—Pantomime, "Aladdin."

Shaftesbury.—"The Arcadians," by Mark Ambient and A. M. Thompson. Mr. Dan Rolyat and Miss Florence Smithson.

Aldwych.—"The Bad Girl of the Family," by F. Melville.

MUSIC HALLS.

Palace.—Arthur Bourchier and Violet Vanbrugh in "The Knife," and variety entertainment.

Empire Theatre.—Ballet, "Round the World," and variety entertainment.

Coliseum.—Cyril Maude and Co. in "Jellicoe and the Fairy," and variety entertainment.

Alhambra.—Ballet, "Our Flag," and variety entertainment.

Hippodrome.—"The Arctic," and Variety Programme.

St. George's Hall.—Messrs Maskelyne and Devant's programme of mysteries.

Oxford, Tivoli, and **Pavilion Music Halls.**—Variety entertainments.

We have received from the Lighthouse Literature Mission a calendar for 1910, which shows the new international code flags in colours.

The Penny Illustrated Paper," which is celebrating its fiftieth year by an enlargement to thirty-two pages, and has also introduced many new and popular features, notably a weekly article by Mr. Pett Ridge, and a serial by Alice and Claude Askew.

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ALLAN LINE.—From Liverpool to Halifax and St. John:—

January 21.—R.M.S. *Hesperian.*
February 4.—R.M.S. *Tunisian.*

From London to Halifax and St. John:—

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February 2.—S.S. *Sardinian.*
February 16.—S.S. *Pomeranian.*

From Glasgow to Halifax:—

January 22.—S.S. *Numidian.*
February 5.—S.S. *Ionian.*
February 19.—S.S. *Pretorian.*

C.P.R. LINE.—From Liverpool to Halifax and St. John:—

January 28.—R.M.S. *Empress of Britain.*

WHITE STAR DOMINION LINE.—From Liverpool to Halifax and Portland:—

January 27.—S.S. *Canada*

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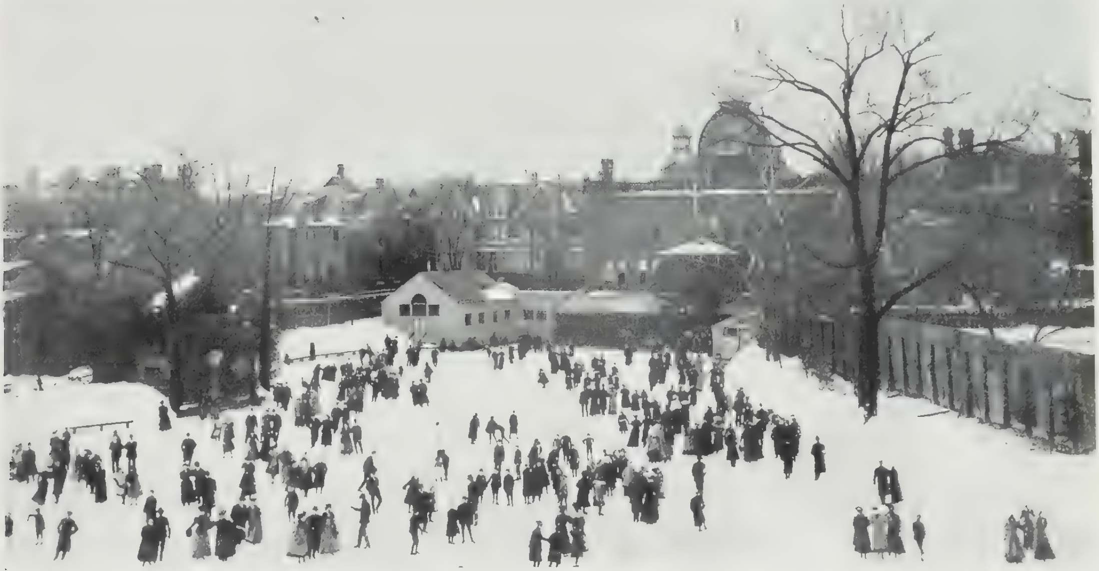
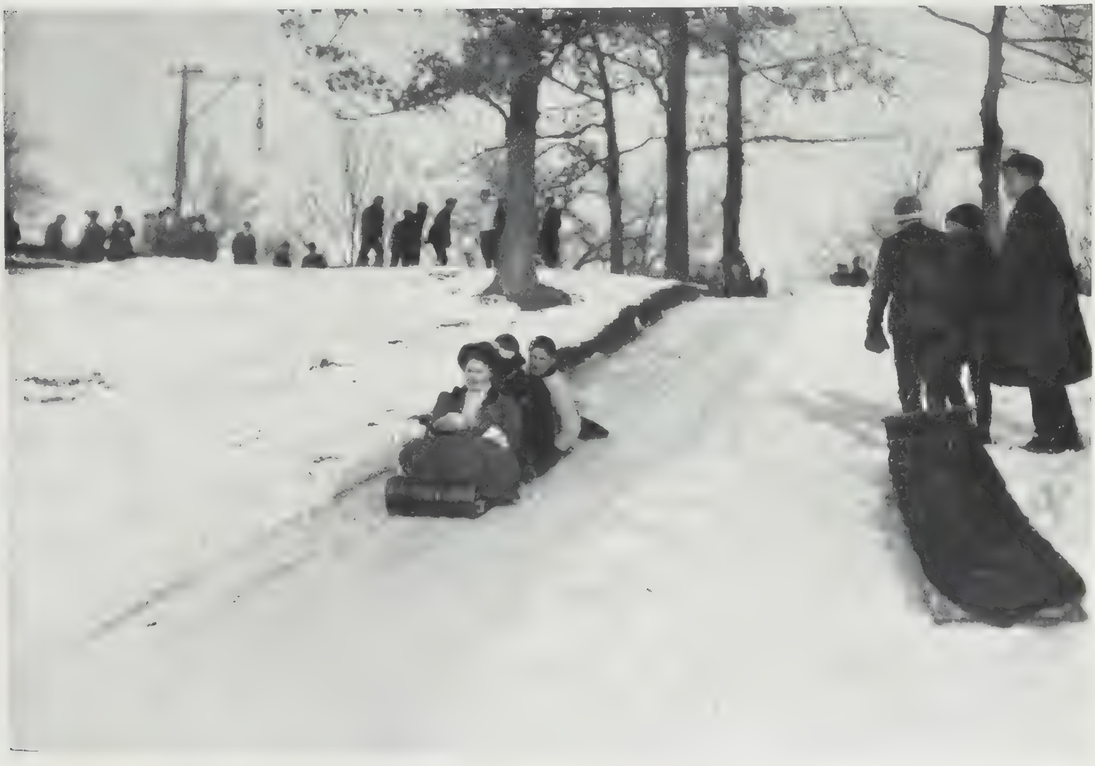
CANADA

No. 211. SATURDAY, JANUARY 22, 1910. Vol. XVII. 6D. WEEKLY.

THE FUN OF THE CANADIAN WINTER.



THE WORLD ON SKATES AT TORONTO.



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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

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OUR INTEREST IN THE BRITISH ELECTIONS.

NEVER have the Dominions overseas been so deeply interested in a general election in Great Britain as they have been in that which was begun last Saturday. As Mr. Balfour said in his speech at Bradford on Saturday, the electorate might well be bewildered by the variety of questions submitted to them by the present Government. These questions, all of them of first-class importance, and worthy of a general election all to themselves, have been thrown to the electorate to be dealt with as best they may. There are at least four main questions before the country. These are, the House of Lords, the Budget, Tariff Reform, and the Navy. With regard to the first, Canada is not directly concerned, except in so far that its own Constitution, having been built up on the model of the British Constitution, they are interested in the question of the need for a Second Chamber With the Budget also Canada has no concern. That is a purely domestic matter which concerns the people of Great Britain only

With Tariff Reform and the Navy, however, we are very much concerned. These two questions, which seem separate, are, so Mr. Balfour said, intimately connected, for only by extending the basis of taxation can the country find the necessary money to keep the defences up to an adequate level. Again, the Navy, necessary as it is to preserve the Empire, is only turned to half its proper account unless that Empire is made what it ought to be made. It is here that our interests are concerned. The question is asked whether Great Britain does allow Dominions overseas to make the best of the Empire. Have not the Dominions already approached the present Government, and has not the Government turned a deaf ear to their suggestions? The Dominions overseas are anxious and desirous to make preferential arrangements with the Mother Country; and we remember too well—we cannot forget it—the response made to the appeal of the Dominions.

Mr. Balfour pointed out the immediate gravity of the situation, and said he did not believe that even yet it was properly understood or its gravity appreciated. The whole method of framing tariffs adopted by the great commercial countries of the world compels the Dominions overseas, unless the Mother Country alters her policy, to come to some arrangement with those with whom they have got to do business. Mr. Balfour must have had Canada in his mind when he asked his audience to put themselves in the position of a great Dominion overseas which had for years given a preference to the manufactures of the Mother Country, and which now found itself threatened by some great commercial neighbour with a penal tariff unless it threw in its commercial lot with some State which was not part of the British Empire, while a community which was not only part of the British Empire, but the head and centre, and the very heart of the whole organisation, refused to come to any arrangement at all.

Such a position cannot last, and the sooner it is ended the better. Let it go on long enough, and an arrangement will become impossible. Dominions overseas must make trade arrangements somewhere, and if the Mother Country refuse to treat with them, they cannot be blamed if they look elsewhere. Think what such a position of affairs means to the Empire! And it is not an overdrawn picture of the attitude of the present Government, according to whom the Mother Country is to sit in a sort of proud isolation, declaring that she, and she alone, is gifted with the knowledge of the true way to economic salvation, while every other country is framing tariffs which compel neighbours, friends and rivals, to negotiate with them in order to make mutual arrangements with regard to their industries.

Britons beyond the seas, though all Imperialists at heart and devoted to the British connection, feel that the Mother Country has been wanting in Imperial sentiment, and has done much to make them think how hopeless it is to look for initiative from her. There is no Dominion overseas that would not rather negotiate with the Mother Country than with any other country, but what are they to do if the Mother Country turns a deaf ear?

With regard to the Navy, here, too, we have an interest in the elections. Nearly a year ago all the Dominions overseas were stirred to the depths by the news that Great Britain's naval supremacy was threatened. An Imperial Conference was summoned, and British Ministers took statesmen from Dominions overseas into their confidence. The result was a unanimous promise of help in some form or other on the part of the Dominions. Now it seems, if we are to believe some of the orators at the hustings, we have all been victims of a stupid scare. But, in truth, the danger is here, and all who are vitally interested in the question of British supremacy at sea look with feelings of distrust on a Government that blows hot and then cold on a question of such moment.

Another reason why this General Election has interested us, although it is a minor reason, has been that both parties have quoted Canada as an object-lesson in support of their theories. On the one side, Canada has been set up as an example of the evils of Protection. It has been freely said that bread was dearer in Canada than in England, and that the country was the reverse of prosperous. Moreover, Canadian papers have been quoted to show that Canada did not care about reciprocal trade with Great Britain. On the other hand, wiser politicians have used Canada as an example of a country which did not prosper under Free Trade, and which has prospered enormously since it adopted protective tariffs.

Our interest in the British elections is mainly dependent on the fact that Canada has a stake in the Empire, and we believe that either a step towards the consolidation of the Empire is to be taken, or the old policy of drifting along and snubbing Greater Britain is to be continued. Which is it to be?

⁂

NOTES OF THE WEEK.

The Feature of the Elections. Whatever may be the final result of this General Election, it is already evident that Tariff Reform is about to become the dominating issue in British politics. Ten years elapsed between the foundation of the anti-Corn Law League, and that break-up of British political parties which brought about the one-sided measure of Tariff Reform which for sixty years we have been falsely calling Free Trade. Even a cursory examination of the details of the polls as yet recorded serves to prove that, however strongly a certain section of the electorate may feel that the Constitution of the Second Chamber must be altered and the land laws amended, the movement towards Fair Trade with foreign countries and preferential tariffs within the Empire is developing with irresistible force. That most able exponent of the Ministerial cause, the *Westminster Gazette*, now agrees with the *Times* that in certain parts of the country the issues at this election have been "so overlaid with irrelevancies that the elector has not been able to see what is at stake in the claim of the Lords to reject a Budget," and makes the significant admission that "wherever a Liberal candidate has succeeded in keeping *that single issue* to the fore, his campaign has been so much the easier." With equal truth can it be said that it is in those constituencies where the Opposition candidates have been best able to concentrate attention upon the only constructive policy which is before the electorate that he has polled the largest vote. Even in Lancashire, with its peculiar interest in the import of free raw materials, the Tariff Reform men have largely increased their polls. In three divisions of Manchester the Ministerial majorities have fallen from 9,118 in 1906 to 5,187, and where the Labour candidates have been returned by increased majorities in the industrial centres generally, it by no means follows that the Labour vote has been given against Tariff Reform. To elect a professed representative of labour—one of their own class—is the main consideration with this class of voter. Unless we are very much mistaken, the desire to be in a position to give "tit for tat" in our dealing with those foreign countries which put a prohibitory tax upon our exports to them is growing so rapidly among skilled artisans that they will soon find Labour candidates who are favourable to Tariff Reform, however much they may dislike standing upon other planks of the Unionist platform. Again, by what right are the Nationalists counted in with the Ministerialists upon such an issue as Tariff Reform. Outside the one issue of an independent "Home Rule" Parliament, in which is included their view of the land question, they have more in common with the Opposition than with the Government. The Cobden policy did more than anything else towards impoverishing Ireland and expatriating its agricultural population; while, apart from the benefit Irish farmers might expect from a policy of Tariff Reform, Nationalist views on the question of Education are more in harmony with those of Mr. Balfour than of Mr. Lloyd George.

* * *

Canada as an Object-lesson. The interest taken in the British elections in Canada has been accentuated by the fact that the Dominion has been quoted by candidates of both parties as affording an object-lesson to British electors. The *Toronto News* expresses the opinion that British Free Traders must be hard pressed for arguments when they represent Protectionist Canada as suffering from hard times. That is certainly a grotesque description of the position of affairs in Canada to-day. On the other hand, Canada has been constantly quoted as a country which has prospered marvellously under a tariff. The attitude of some of the Canadian newspapers has been difficult to understand. They have championed the one-sided Free Trade of Great Britain, and at the same time have steadfastly supported a Protectionist Government at home. But the staunchest supporter in Canada of the Cobdenite policy in Great Britain cannot deny that Canada is prosperous. We have no terrible unemployment problem to face, and the candidate who told his audience that shiploads of unemployeds were being landed at Liverpool was guilty of what is politely known as a "terminological inexactitude."

* * *

Popular Beliefs about Canadians. Canadians and others interested in the cultivation of good feeling and increasing social and commercial intercourse between the inhabitants of the Mother Country and the Overseas Dominions have been surprised at the ignorance of the "Voice" at election meetings in many of the constituencies. The other day an address of Mr. Donald Macmaster was interrupted by the cry, "foreigner," and similar ignorance regarding the "Colonies" and their importance has been exhibited elsewhere. As to their future importance, the ignorance is, unfortunately, not confined to the "Voice" and the heckler. The utterances of more than one Cabinet Minister betray an indifference and a lack of knowledge still less excusable. However, some good spade work has been done by the advocates of Tariff Reform, and when the cry of "Down with the Peers" has become as obsolete as that of Chinese Slavery, we expect to find more attention paid to the fact that Canada, for instance, already provides one-fourth of all the breadstuffs England needs, and has still uncultivated land enough to produce the whole. Perhaps a still more serious subject for the consideration of the statesman, as well as the "Voice," is the reminder given by some of the Canadians who are candidates at this election, that long before this century has ended, the Dominion of Canada will contain a larger number of English-speaking people than does the United Kingdom to-day. Instead of greeting such aspirants to sit in the Mother Country Parliament with the cry of "Foreigner" or "Colonial," they should be rather welcomed as much-needed schoolmasters and missionaries among a people plunged in Egyptian darkness regarding everything which appertains to the word Empire.

* * *

Encouraging to British Manufacturers. One of the factors most likely to promote the expansion of British exports to Canada this year is the increasing activity of the home market in the United States. The American manufacturer makes his greatest inroads into the Canadian market when trade is depressed in his own country, as is abundantly shown by statistics recently issued. All the information collected by Free Traders, and Tariff Reformers alike, during this election campaign go to prove that skilled labour is more scarce both in the United States and in Canada than for some years. With wages higher, and American and Canadian factories over-taxed to supply their home demand, the British manufacturer who makes a serious effort to increase his trade with the Dominion is likely to find the year 1910 an encouraging one. The statements made by the manager of the Canadian National Exhibition, upon his return to Toronto from a tour among the manufacturing districts of the United Kingdom, indicate that quite a number of large firms which have not hitherto studied the Canadian market seriously are about to do their utmost to make up for lost time.

* * *

Usefulness of the Trade Commissioners. The letter which Mr. O'Hara, Deputy Minister of Trade and Commerce at Ottawa, has sent to the *Times* regarding the manner in which a British electrical firm treated a Canadian order, serves as a reminder of the usefulness of those resident Trade Commissioners which Canada was the first to appoint. It is a matter for regret, however, that more firms which have not hitherto cultivated the Canadian market do not seek information from one or other of these Commissioners before sending out a first consignment to Canada; they are to be found in Manchester, Birmingham, Glasgow, and other principal trade centres, as our advertising pages show. Moreover, the financial status of any Canadian firm is now easily obtainable, either through Bradstreet's or the other great trade protection agencies, or through the Canadian banks which have establishments or agencies in the United Kingdom. Such a blunder as Mr. O'Hara draws attention to is inexcusable; though, on the other hand, it is only just to say that, in some cases, Canadian firms make similar errors by not acquainting themselves with the customs of the trade in England. They might also do this on the spot, now that, largely owing to Mr. O'Hara, the British Board of Trade has representatives in the principal Canadian cities.

* * *

Transatlantic Freight Rates. In another column we publish an interview with a member of a steamship company largely interested in Canadian trade, in which exception is taken to statements which have appeared to the effect that great injury will be done to the export of British goods to Canada by the partial revision of the freight rates agreed to at the recent conference. Even the lines which receive no subsidy as mail-carriers have to maintain a regular service, full or empty, and their balance-sheets, which are common property, indicate that for some time the receipts have not kept pace with the expenditures. The prices of every commodity used on board steamships have advanced: coal from 30 to 50 per cent., and labour charges to a considerable extent. Additional liabilities have been incurred under the Workmen's Compensation Act, and the tendency of dock and harbour authorities generally is towards an increase in their charges. The management of a steamship company, whether in the hands of private capitalists or operated under limited liability, can no more go on for an indefinite period by drawing upon capital than can any other industrial concern. Moreover, any attempt to raise freight rates beyond a moderately paying basis would invite immediate competition in these days, when so many steamships are lying idle. The greatest hindrance to the development of trade, next to constant alterations in customs tariffs, is frequent revisions in freight rates. In the long run, the settlement recently arrived at should act as a stimulant to the ocean carrying trade, beneficial not only to the shipowner, but also to the merchant.

* * *

A Demand for Skilled Labour. So far from it being true that shiploads of unemployeds are landing in Liverpool from Canada, there is actually a dearth of skilled labour in the Dominion. According to a report issued by the Canadian Manufacturers' Association, no fewer than 2,254 men and 3,708 women are required in factories throughout Canada. The principal demand comes from Ontario and Quebec Ontario wants skilled hands for the manufacture of furniture, whitewear, boots, woollens, knitting, carriages, corks, twine electrical apparatus, brushes, pianos, hats, soap, automobiles, biscuits, glue, and radiators; while Quebec, in addition to needing workers at many of these trades, is calling for skilled labour in rubber, sheet metal, cigars, granite ware, furs, jewellery, cotton, upholstering, ammunition, etc. What a travesty of the truth it is to represent Canada as so full of unemployeds that she ships boat-loads of men to England! Due allowance must be made for electioneering excitement, but we think that if there must be "terminological inexactitudes," they need not be about Canada.

* * *

Rolling the Map Northwards. Canadians have not yet come to any adequate realisation of the extent and resources and potentialities of their country. This was the text upon which Sir Wilfrid Laurier spoke at the annual banquet of the Ottawa Board of Trade. The Canadian Premier was right. We do not realise what Canada is going to be. It is hard enough to grasp the position of Canada today. The progress of the country has been too rapid for it to be readily appreciated at its true value. We hardly realise, for instance, how the map is being rolled rapidly northward as settlement goes on, and vast new lands are found suitable for agricultural and industrial development. To-day at Vermilion, in the Peace River district, 350 miles north of Edmonton, wheat is being grown equal to the finest that could be grown anywhere. As the wheat growing area is extended northwards, so mixed farming is replacing wheat growing pure and simple in the south. Sir Wilfrid Laurier referred to the future development of electric smelting and the exploitation of the water powers of the Ottawa Valley, and said he foresaw the time when Ottawa would be not only the Washington of the north, but also the Pittsburg. Evidences are rapidly multiplying to justify the prediction made some years ago, that Canada would during this century be the nation of the greatest progress, prosperity, and development in the world.

* * *

Blue-Books which are not Dry. Many of the Blue-Books issued by the Canadian Government deserve to be more widely read. They serve up facts and figures in an attractive style, with the necessary amount of reading-matter to make them easily understood, and the annual reports of many of the departments are accompanied by illustrations not only of vivid interest as indicating the progress of the country, but also of distinct practical use to those who may be thinking of making their home in the Dominion. Among the numerous Blue-Books laid upon the table of the House of Commons when it recently reassembled at Ottawa is one issued by the Department of Agriculture, of which the Hon. Sidney Fisher is the President. This publication shows in a very definite manner the infinite care taken by the Dominion Government and its officials to ensure that the perishable exports of Canada shall reach their destinations in creditable form, so as to act as an advertisement for the country. Whether it is butter or cheese, apples or other fruits, the system of Government inspection, which commences in the creameries or the orchards, is extended right away to the ports of embarkation, and in some cases on board the ships, and even at the ports of landing and the foreign markets. Occasionally we hear of cases of bad packing, improper grading or description; but so vigorous are the measures now adopted for the punishment of the fraudulent, be he a grower, a packer, or a shipper, that such cases are diminishing in almost as great a proportion as the exports of the food products of the Dominion are increasing.

* * *

Advertising Canada by Modern Methods. Nothing is better calculated to increase the interest taken in the boundless undeveloped resources of the Dominion than such an exhibition of splendid cinematographic pictures as were shown in the Caxton Hall last Friday, and are to be exhibited throughout the United Kingdom during the next few months. Though the display is primarily intended as a unique advertisement for the Grand Trunk railway system, it will inevitably benefit all the transportation companies interested in Canadian trade, and at the same time accelerate the flow of capital and tourists, as well as of labour, into the Dominion. A detailed description of the exhibition is given on another page.

NEWS BY CABLE.

The Dominion's Naval Stations.

Sir William White recently made a statement in the *Times* with reference to the condition of the naval stations at Halifax and Esquimalt. As a result a question was asked upon the matter in the Dominion House of Commons, in replying to which, cables the *Times* Ottawa correspondent, Sir Frederick Borden, Minister of Militia, said that whatever action had been taken in regard to the armament and works at both stations had been taken with the full cognisance and concurrence of the War Office. Halifax was believed to be, both as regards armament and works, in as efficient a condition as it was before it was taken over by Canada. The machinery in the shipyard was well cared for, although the parts were not assembled. The Esquimalt yard is still under the Imperial Government, and the machinery is lying idle, but is well looked after.

Newfoundland and West Indian Trade.

Mr. Cashin, Newfoundland Minister of Finance, has left St. John's for the West Indies, to present Newfoundland's case for her participation in the proposed Canadian-West Indian Reciprocity Convention, which is under consideration by Lord Balfour of Burleigh's Royal Commission on the improvement of trade between Canada and the West Indies. Newfoundland bases her case on the fact that she has a large fish trade with the West Indies.

FESTIVAL OF EMPIRE.

An Invitation to Canadian Artists.

One of the most attractive features of the Festival of Empire, to be held at the Crystal Palace, London, May 24-July 16 (extending over seven weeks), will be the exhibition of paintings and other works of art by the Overseas artists. Canada, Australasia, and South Africa will have separate galleries, specially decorated by the Festival Council, and for the first time the Briton at home is likely to see a representative collection of works of art by men and women who have made their home in the outposts of the Empire.

The object of the Council is to get together, not the works of those artists who have studied in Europe, but rather the works of those who have found sufficient inspiration in the atmosphere of their own particular dominion or state. In a brilliant article, contributed by the Earl of Plymouth to the London Press in November last, it was pointed out that the Canadian, Australian, or South African artist who had studied in and imbibed the European atmosphere, failed to convey to his canvas any suggestion of his own particular country, preferring, apparently, to compete with the home artist on his own ground.

The pictures which the Council desire for exhibition at the Crystal Palace are not the pictures which a person in London might see any day by walking into one of the great galleries. "Give us," they say, in effect, "the works of that Canadian, or that Australasian, or that South African, who 'feels' the beauties of his own State, and who has conveyed that feeling to his canvas."

With the view of collecting a representative exhibition of pictures by Canadian artists, the Council of the Festival of Empire has deputed the Editor of *Canada* to take sole charge of the Canadian section. *Canada* will collect the pictures and superintend their display at the Palace. All communications should be addressed to F. W. Gardiner, *Canada* Newspaper, Aberdeen Chambers, Victoria Street, Toronto.

It should be specially noted that this exhibit will offer to all artists throughout the Dominion a unique opportunity of exhibiting (and, if they so desire, of selling) their pictures free of charge in the Capital of the Empire. Under the supervision of Sir Edward Poynter, President of the Royal Academy, their pictures will be exhibited not only to art patrons and art lovers of the Mother Country, but to visitors from the Continent as well as from every quarter of the Empire. All pictures should be sent in for the consideration of the committee as soon as possible, and in any case not later than May 1st, and should be addressed, with charges prepaid, to **The Manager, The Festival of Empire, Canadian Art Section, Crystal Palace, London, England.**

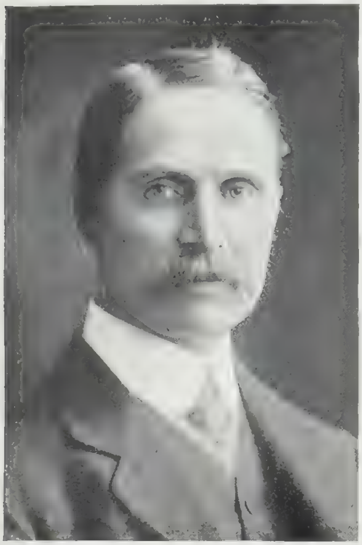
The Editor of "Canada" cannot accept any responsibility whatsoever in respect of any picture sent for exhibit from the day of despatch to the day of return.

THE GENERAL ELECTION: SUCCESSFUL CANADIAN CANDIDATES.

UP to the time of writing (Wednesday morning) the Canadian representatives at Westminster remain unchanged in number and in party complexion, though Mr. Hamar Greenwood, the Liberal member for York since 1906, is replaced by Mr. Joseph Martin, who retains a London Liberal constituency by a diminished majority. Mr. J. Allen Baker secured re-election in East Finsbury by a narrow majority. On the other hand, Sir Gilbert Parker and Mr. Bonar Law, who have been such prominent exponents of the cause of Tariff Reform, return to Westminster, the latter increasing his majority from 1,279 to 2.418. It may now be taken for granted that Mr. Donald Macmaster will gain a seat for Tariff Reform by securing election in the Chertsey division of Surrey. Mr. Macnamara, though born in Canada, can scarcely rank as a Canadian, but Dr. Molson, who has made a great fight for Tariff Reform in the working-class East London constituency of Bethnal Green, can be included among the number of genuine Canadians who sought election.

MR. A. BONAR LAW

Mr. A. Bonar Law, M.P. for Dulwich, a South London constituency, since 1906, represented the Blackfriars division of Glasgow in the previous Parliament, and was Parliamentary Secretary to the Board of Trade in the last Unionist Administration. He is to-day one of the most prominent members of the Tariff Reform party—certain to hold high office in the next Balfour Cabinet. Mr. Law is a native of New Brunswick, of Scottish-Canadian parentage, and was educated in New Brunswick, and at Hamilton, Ontario, before completing his studies at Glasgow, where he became prominent as an iron merchant. He is an ex-chairman of the Scottish Iron Trade Association. Mr. Law is in his fifty-second year, and is not only an excellent platform orator, but also an able parliamentary debater.



MR. A. BONAR LAW, M.P. FOR DULWICH.

SIR GILBERT PARKER.

Sir Gilbert Parker, M.P., D.C.L. has been elected M.P. for Gravesend for the third time. His first success was in 1900. Though prominent in Parliament and on the platform as an advocate of Tariff Reform, Sir Gilbert is perhaps better known generally for his journalistic and literary achievements. He is a native of the Province of Ontario, and completed his education at Toronto University, where he took orders in the Church of England, and associated himself with educational work before leaving Canada to join the staff of a leading Australian journal in 1886. His contributions to the Press soon attracted more than local notice, and he travelled extensively to add to his experiences. In 1895 he married a daughter of Mr. Ashley Van Tine, of New York, and soon afterwards took up his permanent residence in London, though paying frequent visits to his native land. In 1902 Mr. Parker received the honour of Knighthood, and in the following year initiated and organised the first Imperial Universities Conference held in London. Prominent among his numerous books are "The Seats of the Mighty," "Mrs. Falchion," "The Right of Way," "A Ladder of Swords," and "The Weavers." "Northern Lights" is the last published product of his pen. Sir Gilbert takes a special interest in all movements for the emigration of suitable settlers to Canada, and is a prominent supporter of several organisations which have that end in view

SIR GILBERT PARKER, M.P. FOR GRAVESEND.

MR. J. ALLEN BAKER.

Mr. J. Allen Baker, M.P., has secured election as Liberal member for the London constituency of East Finsbury for the third time, but his majority has fallen from 605 in 1906 to 86. He was born in Ontario, and educated at Trenton, in that Province. He first visited England in connection with his father's engineering business, and eventually became prominently interested in the extension of electric tramway services in the Metropolis, and took up his permanent residence in London. He is now chairman of Messrs. Baker and Son, Ltd., which company has its works at Willesden. Apart from his work as a member of Parliament, Mr. Baker has been an active member of the London County Council.

MR. JOSEPH MARTIN.

Mr. Joseph Martin, K.C., M.P., retains the Liberal seat in East St. Pancras by a reduced majority, which was held in the last Parliament by Mr. H. C. Lea. Last year Mr. Martin decided to take up his residence in England, and soon after his arrival unsuccessfully contested the Stratford-on-Avon division of Warwickshire in the Liberal interest. Always an interesting figure in the provincial and federal political life of Canada—where he was familiarly known as "Fighting Joe"—the career of Mr Martin at Westminster will be watched with peculiar interest. Mr. Martin is a Radical of Radicals, who has "no use" for a Second Chamber of any type, and his views more closely approximate to those of the Socialist than to those of Liberal politicians of the type of the Premier. Mr. Martin was born in the Province of Ontario, where in early life he was a school-teacher; in 1882 he was called to the Bar in the Province of Manitoba, and conducted a very successful practice in Winnipeg for some years, acting as special counsel for the Canadian Pacific Railway. He sat in the Provincial Legislature and as the representative of Winnipeg in the Dominion Parliament before entering upon a stormy political career in British Columbia, during which he was Premier of the Province for the period of three months.

Photo by] [*Elliott & Fry.*

MR. JOSEPH MARTIN, K.C., M.P. FOR ST. PANCRAS (EAST).

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SIR W. LAURIER ON SINGLE CHAMBER GOVERNMENT.

The House of Commons has rejected a motion proposing that an Address be sent to his Majesty asking for the abolition of the Senate. Sir Wilfrid Laurier, in the course of an eloquent speech upon the subject, said that it would be contrary to the traditions of the British Constitution to adopt the Single Chamber principle. Canada was not the only country where exception was taken to the action of the Second Chamber. Without wishing to express an opinion upon what was going on in England, there was no doubt that the action of the House of Lords in rejecting the Budget was resented by a large portion of the people of the United Kingdom. Whichever party was returned in England, the House of Lords would be reformed in some way, but there was no suggestion that it should be abolished.

Dr. G. R. Parkin, speaking at the New Year dinner of the Authors' Club, which was held on Monday, made a notable speech regarding the opportunities for settlement which existed in Canada. "There was in the Dominion," he said, "land for everyone, employment for the unemployed, free opportunity for any ambition and any ability. Canada offered a practically unlimited choice of soil, of climate, of industry, of political and social environment to all those who would escape from the pressure of too densely populated centres, and who longed for the wider breathing space of new continents. To one who had actually seen these unoccupied spaces in other parts of the Empire, it seemed strange to find the people of Great Britain wrangling to-day as to the possession of two or three acres more or less of land, while tens of thousands of aliens were year by year hastening to occupy under our flag all the land they required, or could possibly use."

THE CANADIAN NAVY:

— The Government Bill — Introduced by Sir W. Laurier.

IN the generally regretted absence through severe illness of the Hon. L. P. Brodeur, the Minister of Marine and Fisheries, the Premier, Sir Wilfrid Laurier, presented to the Canadian House of Commons the Government's proposals for the formation of a Canadian Navy

Sir Wilfrid's observations were confined strictly to an explanation of the provisions of the measure, and he expressed the hope that Mr. Brodeur would be able to give full explanations on the second reading. The Bill, which was intituled "An Act respecting the Naval Service of Canada," provided (he explained) for the creation of a Naval Service with a naval force, to consist of a permanent corps, a reserve force, and a volunteer force on the same pattern as provided by the Militia Act. The only variation from the Militia Act was that naval service would be voluntary, whereas under military law all males between 18 and 60 years of age were liable to serve. The naval branch would be under the control of the Department of Marine and Fisheries. There would be a Director of the Naval Service and the Department would be assisted by a Naval Board, which would advise on naval affairs. Active service as applied to any person in the force meant service or duty during an emergency, defined as "War, invasion, or insurrection, real or apprehended." The Premier said that there was an important provision which stated that "in the case of emergency the Governor in Council may place at the disposal of his Majesty for general service in the Royal Navy the Naval Service or any part thereof." If such action were taken by the Government at any time when Parliament was not sitting, then Parliament was to be summoned to meet within fifteen days. Pensions were to be granted under the same conditions as in the Militia. A naval college was to be established on the same lines as the Military College at Kingston.

Replying to a question, the Premier said "an emergency" meant war anywhere in which Great Britain was engaged. If Great Britain was at war Canada was at war, and would be immediately liable to invasion. Proceeding, Sir Wilfrid said that the strength of the naval force would be limited only by the number of ships. Referring to the discussion at the Defence Conference in London, he said that the Government proposed to create a fleet consisting of four ships of the *Bristol* type, one of the *Boadicea* type, and six destroyers, to be divided between the Atlantic and Pacific coasts. The cost to Canada would be £2,338,000, and if the vessels were constructed in the Dominion this figure would be increased 22 per cent. It was intended to begin building in Canada as soon as possible.

Mr. Lake, cables the *Times* Ottawa correspondent, asked when it was expected that the ships would be in commission. The Premier replied that he could not answer the question, and concluded by expressing the belief that the Government's proposals would commend themselves to the country.

MR. BORDEN'S CRITICISM.

Mr. R. L. Borden, the Leader of the Opposition, criticised the policy of the Government with regard to the proposed Canadian navy. Referring to Sir Wilfrid Laurier's statement that the proposed Canadian navy would go to no war unless the Parliament of Canada chose to send it, could the rest of the Empire, he asked, be at war with some great naval Power and Canada be at peace? The Premier's declaration, he held, meant the complete severance of every tie which now bound Canada to the Empire. But before the flag was lowered on Canadian soil there were some millions of Canadians who would know the reason why. Mr. Borden declared that he was no militarist, but he fully realised the necessity of provision for defence. Canada could not be a hermit nation. Mr. Gladstone, in 1878, said that the strength of England would not be found in alliances with great military Powers, but in the efficiency and supremacy of her Navy—"a Navy as powerful as the navies of all Europe."

The resolution of last March provided for definite action by Canada in the case of emergency or peril. The Admiralty experts at the Defence Conference had recommended the establishment of fleet units by the great Dominions. Australia, with a population of 2,000,000 less than Canada, had unhesitatingly accepted this recommendation, while New Zealand had undertaken to furnish one Dreadnought. The proposals of the Canadian Government were, in his opinion, altogether inadequate. They were too much for experiment in the organisation of the Canadian naval service, and too little for immediate and effective aid. The speediest organisation could not make the Canadian Navy effective in less than fifteen or twenty years. A crisis would come within five—probably within three—years. Great Britain, through her ablest and wisest sons, had said within the past few months that the hour of peril was fast approaching

Mr. Borden then went on to compare German and British naval construction and armaments during the past ten years. He spoke of the danger of sudden raid upon England, and asked whether the dissolution of the Empire would signify nothing to Canada and her people? In conclusion, he said: Canada must not be unprepared. Let the Government go on with its naval service. Let them proceed cautiously and surely; let them lay the proposals before the people and give them an opportunity of being heard. But let them not forget that Canada was confronted with an emergency which might rend this Empire asunder before the proposed service could be worthy of its name. In the face of such a situation he had no doubt that immediate vigorous and earnest action was necessary. Canada had no *Dreadnought*, no fleet unit, but she could purchase one or could send the equivalent in cash to be used under certain conditions as the Admiralty might determine. In taking this course, Canada would fulfil not only in the letter, but in the spirit, the resolution of last March, and, what was infinitely more important, she would be discharging a great patriotic duty.

Mr. Jameson (Conservative, Nova Scotia) submitted that the question should be put before the electorate.

Mr. Monk (Conservative, Quebec) said that he emphatically objected to the creation of any navy, and reaffirmed the views expressed by him some months ago.

The Bill was then read a first time.

LAUNCH OF A STEAMSHIP FOR SURVEYING PURPOSES.

The twin-screw steamer *Cartier* was launched last Wednesday by Swan, Hunter, and Wigham Richardson, Ltd., from their Neptune Works, Newcastle-on-Tyne. The steamer has been designed by Mr. R. L. Newman, of Victoria, B.C., who is also superintending her construction, and that gentleman, together with Mrs. and the Misses Newman, were present at the launch. The christening ceremony was gracefully performed by Mrs. F. Williams Taylor, wife of Mr. F. Williams Taylor, manager of the London branch of the Bank of Montreal, who was also present.

The steamer is 164ft. in length by 29ft. beam by 15ft. depth. She will be fitted with twin-screw triple-expansion engines, supplied with steam by two boilers working under Howden's system of forced draught, and the speed on trial trips to be 11½ knots per hour. The vessel is intended for the hydrographic service of the Canadian Government, and is excellently designed for that purpose. There are a large number of watertight compartments, insuring her safety when she is in uncharted waters. The soundings will be taken on the ship by a Lucas sounding machine, together with a sounding poney. There are also two gasoline launches, fitted with drawing boards, which will be used for shore soundings. In the vessel is arranged a specially large chart-room, with large table adapted for drawing. There is steam-heating throughout the vessel, as well as a very efficient system of ventilation, to provide for extremes of temperature, and an electric light installation with electric projector. The auxiliary machinery is also well designed for the particular purpose of the steamer, and includes a special steam windlass, steam winch, etc.

H.M.S. "RAINBOW":
A Cruiser bought by the Dominion Government from the Imperial Government for training purposes.

SCENE AT THE LAUNCH OF THE "CARTIER,"
The Dominion Government Surveying Steamship.

THE "HABITANT" AT HOME.

Lecture-Recital by
Miss Edith Margaret Smaill.

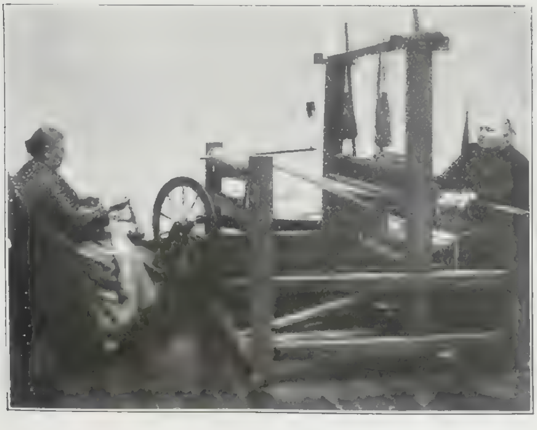
TO Canadians—and also to the ever-increasing number of those who wish to know more of the great Dominion one of the most interesting papers read at the Royal Colonial Institute this season was the lecture-recital upon French-Canadian Life and Character presented by Miss Edith Margaret Smaill on Tuesday. Miss Smaill has made a study of "habitant" life, types, and folk-lore, and she is thus enabled to give her hearers an insight into the character ambitions, and manners of the French-Canadians, which is as instructive as it is interesting.

MISS EDITH MARGARET SMAILL.

Miss Smaill began her lecture by tracing the history of the French Canadian. At the time of the conquest of Canada by the English, the French-Canadians, she said, represented a lost cause. It was no common cause, but a vast dream of Empire and a heroic record of struggle and exploration. They represented a race which was without a peer for ages in the history of Europe and of civilisation. Their best were the flower of chivalry, and their mother tongue was the favourite instrument of elegance and culture. Strong attachment to their origin, faith, and history are to be expected, and they are no less faithful to the British flag because they love that land of their memories which they know full well is not the Republican France of to-day. They had many temptations to treason at a time when their dissatisfaction would have turned the scale and lost for Britain her remaining colonies, but they remained true. Had it not been for the firm, yet wise, counsel of the clergy at those times, the immediate and remote consequence would have been disastrous.

The chief characteristic of the "Habitant," which is the term given to the farmer class of the Province of Quebec, is their love of the land and family, their reverence for the Curé and the Church, and their happy, contented dispositions. It is remarkable in a New World with so many rapid developments that the "Habitant" should have remained so long unspoiled. Speaking of the Habitant's love for the holdings of their fathers, Miss Smaill pointed out that, of families who received their homesteads some 250 years ago, it has been shown that 270 families in Quebec are still in possession of the homesteads given to their ancestors. In some parts they are still living as simply as their people did a hundred years ago, and in the woods, and by the streams, and in many of the villages, one hears the "chansons" of two centuries ago. Many of these "chansons" were brought from France, and improvisations were made in Canada. Again, there are countless songs of each parish.

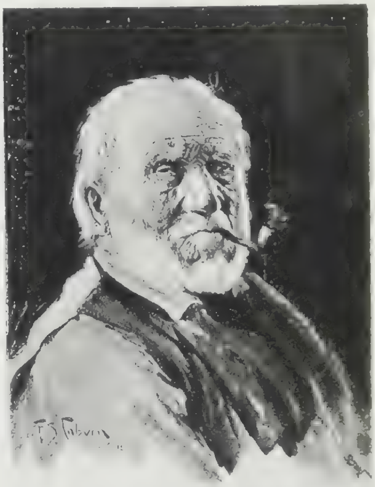
The Curé is the most important personage in the village, and the church stands an imposing grey stone structure, in contrast to the humble homes of the "habitant." They love the magnificent edifice and the various services. They date everything from some special feast day. The chief religious fête is that of St. Jean Baptiste, the patron saint of the Province of Quebec. The streets through which the procession is to pass are gorgeously decorated; evergreen arches are built in some places, and emblematic cars and various bands, playing the air, "A la Claire fontaine," form part of the procession. All interest is centred in St. Jean, who is personated by a small lad wearing a golden wig, dressed in sheepskin, carrying a crook, and accompanied in his car by a lamb. It is a proud day for the parents of the chosen boy, but "his pleasure depends largely upon the weather.



FRENCH-CANADIAN WOMEN AT THE LOOM.

During recent years a rapid industrial transformation has taken place in the Province of Quebec. The old fashioned plough, which was good enough for his father, is not, in many cases, good enough for the farmer of to-day. The cariole, calèche, and buckboard must now give place to more modern vehicles. The well-scrubbed floor with its spotless strips of home-made "catalogue," must now give place to modern cheap carpets. In the old days the good-wife did all the spinning and weaving for her house and family, but now the habitant is contented with factory-made things. In some parts one still sees the good-wife at the loom, and the Canadian Handicrafts Guild is doing a great work in reviving the art, so that now many support themselves and their families from the sale of this work. Many specimens are all home-grown, home-woven, and dyed with vegetables dyes. The simple designs mostly show religious thoughts, but in the ceintre flèche the sash that is invariably worn by the "habitant" farmer the influence of the Indian in colouring and design can be seen.

In the summer the "habitant" farms his land, and one may be certain that in the little garden by the house is a goodly supply of "tabac canayen," peas, onions, etc. With a pipe of this strong-smelling tobacco, a pot of pease soup, some onions, and salt pork, a table surrounded by the bright faces of his numerous children, followed by a chat with the neighbours, a game of draughts—out of doors in summer and legends and wonderful tales told by the "conteur" around the huge box-stove in the winter, with occasional gatherings for round dancing, singing games, etc., and faithful attendance at church on all occasions, one realises the simple, easy-going life of the habitant.



AN OLD "HABITANT.

The folk-lore of Canada is the more interesting in that it has its origin in various sources. The Canadian transported with him from fruitful Normandy, from poetical and superstitious Brittany, a wealth of popular legends and beliefs. Miss Smaill concluded her lecture with some examples of such legends.

There were then exhibited forty lantern slides, many of which are taken from the original paintings from life by Coburn, and were given to the lecturer by the late Dr. Drummond. They typified the life and character of the "habitant." Chief among them were "The Cure of Calumette," driving in his low box sleigh to the bed-side of some dying member of his flock. When the Curé is on a mission of this nature, a bell is rung, which calls those of the faithful who are within hearing to prayer. In this picture was shown a "habitant" kneeling in prayer for the dying soul, and also in reverence for the Sacrament which the Curé carries with him. Other pictures were of the French-Canadian country "docteur," the "Notaire publique," the lumberman, an old-fashioned dance in habitant's house, a market place, typical "habitants," "la chasse galerie"—one of the legends of the French-Canadian regarding various wild spirits flying through the air in a canoe—and the poet of the habitant, the late Dr. W. H. Drummond, of Montreal, whose work, besides giving entertainment to people in so many parts of the world, has done so much to "bridge with a tear and a smile" that rapidly diminishing gulf between the two races living side by side in Quebec. Finally, Miss Smaill recited several of Mr. Drummond's "habitant" poems. These were given so artistically as to bring out their verisimilitude, humour, or pathos. It was the "habitant" grave and gay, rejoicing and sorrowing. Miss Smaill gave to all a sympathetic interpretation that revealed new charms.

The large audience which was present was presided over by Lord Strathcona who subsequently spoke in praise of Miss Smaill's lecture.

PROGRESS IN NEWFOUNDLAND: THE EXTENSION OF RAILWAY BUILDING. No. II.

By P. T. McGRATH.

(Special to *Canada*.)

IN addition to the railway construction, the development of the iron mines at Belle Island, near St. John, which supply the smelters at Sydney, Nova Scotia, with ore for the manufacture of iron and steel, will also ensure work for an increased army of men, as the Dominion Iron and Steel Company, the larger of the two concerns operating these areas, is about to increase its plant at Sydney, and within two years will probably consume twice the quantity of iron ore now annually required. Large numbers of Newfoundlanders are also employed at these steel smelters in Sydney and in the coal mines throughout Cape Breton, and as the rate of pay for unskilled labour is not more than $1.40 per day, the increase in the rate in Newfoundland to $1.50 will inevitably bring about an advance in the rate of wages all through the Maritime Provinces.

It is thus a foregone conclusion that the construction of these branch railways in Newfoundland will contribute very materially to the betterment of the economic conditions of the people of the island, and also help to swell the Colonial Treasury to overflowing. The revenue of the island is obtained almost entirely on imports, and it is assumed that one-third of the disbursements in the way of labour will go back to the colony in the shape of duties on articles of food, clothing, and other necessaries.

The experience of the island with regard to railway construction has been that it has always brought about an increase in the revenue and has always contributed to steadily advancing the constant prosperity; and this construction, moreover, has, as is already suggested, aided greatly in the development of the other resources of the island, such as mining, lumbering, and farming, and the building of the new branches is expected to especially aid in the latter direction. Naturally when men are engaged in railway building through the wilderness, when they acquire a familiarity with the implements used in cutting the road through the untrodden wastes, many of them will settle down to farming, especially when there is a promise of a substantial and assured market through the agency of the railways. The conditions of the people of the country has been improved enormously in the past twenty-five years. They can now obtain daily supplies of any goods they may require, and can forward their farm and sea products in the same fashion, which was in no way possible a quarter of a century ago. With the completion of the branches, the country will probably take on a new era of prosperity and progress far beyond anything in its past history.

QUARRYING STONE FOR RAILWAY BRIDGES.

It may occasion a surprise that a railway can be built in Newfoundland for $15,000 (or £3,000) per mile, but it must be remembered that the line is a narrow-gauge one, the width of the track being 3ft. 6in., as against 4ft. 8½in., which is the standard gauge in America and Canada. The unusual style of road is due to the fact that when the colony first ventured upon railroad building, it did so in fear and trembling, and without any idea, even amongst the most visionary of its public men, that the project would ever attain the dimensions it has reached in recent years.

The first road of 85 miles was merely an experiment, and the narrow gauge was decided upon because it was estimated that such a road could be built for little more than half what the standard gauge line would cost for construction. In the same way, the road-bed contains curves and grades which would be impossible on a transcontinental railroad or even on one operating in populous centres on the neighbouring continent.

Port aux Basques, the western terminal of the Newfoundland railway system, is 100 miles from North Sydney, the eastern terminal of the I.C.R. of Canada, and as Cabot Strait, which separates Newfoundland from Cape Breton, is fifty-seven miles wide at its narrowest point, it was recognised that no matter how the colony's railway system might be developed, bulk would have to be broken on goods conveyed to American and Canadian seaboards on rail road cars, and such freight would have to be brought to Newfoundland by steamer, so that in reshipping it to its destination in the colony by rail it was immaterial whether the narrow gauge or the wide gauge line was adopted, since it would be impossible to do what is done frequently on the continent—run the cars of one road over another road through to destination. Accordingly, seeing the economy that was possible by using the narrow gauge and recognising that altogether different conditions would prevail on a railroad in an island like Newfoundland, the narrow gauge was adopted.

In spite, however, of these circumstances, which many will consider a drawback, the railroad system is very satisfactorily operated, and good service is given. Sleeping and dining cars are provided on the express trains which run east and west every other day. The accommodation on the ordinary passenger trains plying from point to point is adjusted to the demand of the railway steamers which connect with the cars at terminal points. In each of the great bays are also excellent boats, splendidly equipped, and superior in these respects to any of their kind in Eastern Canada. None of the Maritime Provinces, Nova Scotia, New Brunswick, and Prince Edward Island operate any steamships at all to be compared with these maintained by the Reid Company for its Newfoundland service. Of course, as the new branch roads are constructed, the advantages of the system will be rendered available to a far greater number of people.

The branch roads, as they are to run near the coast, in sections of the country embracing peninsulas not more than ten to fifteen miles wide at their greatest parts, will be much more easily constructed than was the line through the interior, because material can be brought by steamers to harbours all round these peninsulas, and within a few miles touch all the construction gangs. The roads, too, will give access to thickly peopled sections of the island, and should develop the freight and passenger traffic very much larger, proportionately, than the main line, which is without settlements of any size for long stretches, though, of course, on the other hand, the establishment of such great industrial concerns as the Harmsworth pulp and paper mills at Grand Falls will contribute very greatly to the trade of the road and to the building up of towns which will make larger demands for farm products and other articles which have to be supplied by rail. A feature in which the branch lines will also serve greatly is in facilitating the shipment of fish to St. John's and other important centres, and, it is hoped, the development of the fresh fish trade, by means of cold storage, will revolutionise the existing fishery conditions through the island. Taken on the whole, therefore, the new enterprise is one fraught with possibilities of great promise to the future of Newfoundland.

A CONSTRUCTION TRAIN NEAR THE END OF THE TRACK.

MUSICAL PROGRESS IN CANADA.

Miss Annie Glen Broder, writing in the *Musical News* upon "Musical Conditions in Canada," says:—

"The output of musical energy in the West this winter promises a considerable advance, especially on the part of Winnipeg, which will perform Hillier's 'Song of Victory,' Goring Thomas' 'Swan and Skylark,' and announces the 'Golden Legend' in the spring. Edmonton will give 'Elijah,' Regina and Saskatoon (the latter the winning chorus at Saskatchewan's first Sängerfest) are actively employed in preparing strong choral numbers by Haydn, Mendelssohn, Elgar, Stanford, Parry, Coleridge, Taylor, Hamish, MacCunn, Ethelbert Nevin, Edward German, etc. They have already engaged Rhys Thomas and J. W. Matthews, of Winnipeg, to act as adjudicators at their Sängerfest next May, and have arranged for a performance of Goring Thomas' 'Swan and Skylark,' by the massed choirs.

"A very welcome visitor to the West last month was Mr. James Muir, secretary to the Associated Board of the Royal Academy and Royal College of Music. He won many new friends for the old flag among French Canadians in the Eastern Provinces, and carried through his successes to the Pacific Coast, by a gracious tact, adding considerably to the *entente cordiale*, which it is, above all things, desirable to maintain in matters musical among his Majesty's subjects in the Dominion."

THE REWARD OF PERSEVERANCE.

The Success of a Scotsman in Canada.

A REPRESENTATIVE of *Canada* last week interviewed Mr. Alex. H. Steven, of Summerland, B.C., who is visiting England as a farmer delegate from that Province to inspect the agricultural conditions in the Old Country

The most interesting feature of the interview was the account of Mr. Steven's own experiences, which, in his own words, were as follows

"My home was in Scotland, where my family had been farmers, and were always as poor as church mice. I had two brothers and a sister, and my mother had to bring us all up as best she could, for father died when the youngest child was only eighteen months old After working for a short time as clerk in a solicitor's office in my home town, I moved to Newcastle-on-Tyne, where I was employed by an auctioneer. But, like all Scotsmen, I wanted to move on and see things, so left for Canada eight years ago.

A VIEW ON THE KALEDEN ORCHARD LANDS ESTATE.

"I did not know where I was going—it was all the same to me—and found myself in Elkhorn, Manitoba, with $15 in my pocket. Employment was offered me on a farm at $20 a month during the summer, which season it then was, and $10 during the winter. There were three other men working with me, and when the cold weather came on they decided to leave, and told me I would be foolish if I did not do so too. However, I decided to stay the whole year and give the country a chance. I had no rubbers, so that in the spring my boots were cracked right round the uppers, and the only protection I had for my head was an old felt hat. Still I had gloves, so my hands, anyway, were warm. At the end of the year I felt I must go West, but had not decided on any destination, so I went down to the station and tossed a coin. It came down heads for the Okanagan valley, and in due course I arrived at Summerland, where J. M. Robinson, "the King of the Okanagan," had just started his great irrigation project, with less than $5 capital. I asked for work, and was told that the gangs had already gone out and that there was no work that day; they were, however, looking out for a Chinaman to clean out the school-house.

"'What are you looking for a Chinaman for?' I said, 'when there is a Scotsman here to do it?

"Well, I was staked to a broom, a mop, a bucket, and some soap and I swept the building out and went down on my hands and knees and scrubbed it. In the evening the manager came round to see what had been done, and, after looking the job over, said gruffly: "You'll do; come round in the morning for a pick and shovel."

"I worked on the irrigation ditches for a month, and was then transferred to the carpentering gang employed on the flumes, only to be shortly changed again to the construction of the harbour Now our manager made a point of knowing where all his men came from and what they had been doing where they were before. So one day he asked me, 'How would you like to get back in your old groove, Alex, and do some office work?' Well, I was not fond of harbour construction—you kept slipping off the wharf into the water, and that meant changing your overalls (I did not have many clothes in those days) but I answered that I did not know whether I would care for it or not.

"Finally, he persuaded me to act as real estate agent, meeting the passengers on the boat and showing them over the proposition. After a while I began to want to get one of those ten-acre lots that I was showing to other people for myself, but the price was $100 an acre, and I had not enough money to even meet the first payment.

"I went to the manager and told him this, and he asked me how much I had. When he heard what that was he said: 'I'll tell you what I'll do, Alex. You give me what you've got now, and I'll take your note of hand at three months for the balance of the first payment.'

"I didn't know just how I was going to meet that payment, but I was game for anything, so took it on. I saw that I should have to get some extra work for my spare time, and thought that there would be money in looking after the orchards of absentee owners. I bought a horse and went in with another chap, who also had one, to make a team. The business did well, and we soon had six horses; my partner, however, either did not care to go as fast as I did, or he did not see the country in the same way. Anyhow, we separated—he took three horses and I took three—but to-day I have fourteen of the best beasts in the dry belt. At this time, too, I took on the book-keeping of the company, and got on so rapidly that when I left Robinson's to join Mr. James Ritchie it was as secretary of the Kaleden Orchard Lands.

"I have three five-acre holdings to-day, one of them costing $250 an acre, and a brother that I brought out a couple of years ago is also getting on well, and is now foreman of the carpentering gang I tell you it's God's country, and I would not stop here if you were to pay me any money."

Coming from the British Columbia dry belt, he is a firm believer in the value of irrigation, and considers that the district of Summerland offers the greatest possibility of success. Speaking of the prosperity of Vancouver, he said:—

"Though it is not generally realised, it is the farmer from the Prairie Provinces who is responsible for the development and prosperity of Vancouver to-day. Unlike other large cities of the Dominion, it is practically unsupported by large manufacturing and commercial industries, yet the value of real estate continues to steadily increase. This is because the prairie farmer who has already achieved success is pushing westward in the desire to spend the evening of his days amid congenial surroundings and in a less rigorous climate."

MR. ALEX. H. STEVEN AND HIS STOCK.

The white mare on the right is the animal with which Mr. Steven with a partner began land "breaking." She was the mother of the mare standing next to her, which in turn foaled the colt standing in the foreground. Mr. Steven is standing by a horse in the centre of the picture.

Prominent Canadians on Financial and Commercial Topics.

THE *Toronto Globe* has issued as a supplement an annual survey of financial and commercial affairs, to which several well-known Canadians have contributed, the whole supplement being a very interesting survey of Canada's position to-day. Lord Strathcona writes on "Our Place in Britain."

BRITISH AND AMERICAN CAPITAL.

"Disappointment," writes Lord Strathcona, "is sometimes expressed that endeavours to obtain money in the United Kingdom for the smaller industrial and mining enterprises do not meet with more success. It is not an uncommon thing to hear it stated in Canada in this connection that United States capital is being rushed into the country, while English capital is very shy. There is no doubt, however, that British capital has been poured into the country in the past with no sparing hand. Take, for instance, the debts of the Dominion and the Provincial Governments; the debts of the municipalities; the bonds and preferred stocks of the railway companies, and the investments in well-established industrial enterprises, electrical and power enterprises, and many others which owe their foundation and success to capital from this side. Put all this against the American capital invested in Canada, and there can be no doubt as to the respective preponderance of American and British capital in the Dominion. One hears more of American capital than British, for the reason that our cousins from the United States go into Canada and buy a lumber proposition, a mine, a commercial enterprise, or start a branch of some of their own enterprises in one of the Provinces. In these cases they go to the country themselves, and look after the business in which they are interested, and obtain much publicity. English capital is usually invested in an entirely different way. It is lent to Governments, to municipalities, to railways, to well-established industrial enterprises, and to loan and mortgage companies, and the investors remain quite satisfied if their moderate interest and dividends are forthcoming at the proper time, and their loans are met at maturity."

AMERICANISATION OF THE WEST.

Mr. J. J. Hill, writing on "The Canadian Outlook," refers to what is called the Americanisation of Western Canada, and says:—"I think it an overstated proposition. I have not given it much serious thought. It is true enough that there has been much money from the United States invested in Western Canada, and a great deal in Eastern Canada also. Why not, if it is a good investment? But there are always conclusions drawn by some in the early stages of any great movement that do not come out right in the end. I think it a matter that may very well be left to work out itself, and think the Canadians plenty able to take care of themselves without advice from us. The wisest man cannot foretell the future of Canada, and I do not want to undertake to do it, but if they are prosperous and progressive now with their resources yet to be developed in many lines, why should not Canadian wealth and influence increase greatly in another generation. There is land and wealth enough in Canada to feed every mouth in Europe. . . . Certainly, I think Canada has a great future from an economic standpoint."

THE IRON AND STEEL TRADE.

Writing of the iron and steel trade, Mr. J. T. Drummond, President of the Lake Superior Corporation, writes:—"When the present tariff was framed protection was given only to the various lines of steel then being rolled in the country, hence the limiting of these duties to beams, angles, etc., weighing less than 35 lb. per yard, while the greater and more important tonnage in the heavier sections was placed on a nominal basis. While Canadian mills have therefore been practically caring for the country's requirements in the lighter sections, a larger and growing trade has been passing to the foreign manufacturer. It is impossible, in this brief outline, to analyse the articles included in the customs report as 'iron and steel and the manufactures thereof,' but under this head we imported goods to a value of $42,579,271 in 1905, and $62,499,155 in 1908, an increase of approximately 50 per cent. in four years for imports. It would have been better if this increase could have been added to our home production. To gradually capture this trade new and larger mills must be erected to care for the heavy structural and other sections, plates, etc. The logical extension of the tariff so as to give equal protection on the heavier sections to that now afforded the lighter ones will help towards an increase in home steel production, and it seems safe to assume that this will be done either by extending the clauses now, or by the Government following the same procedure as in the case of steel rails—*i.e.*, by providing for the extension of clauses when the heavier sections are being made in Canada.

THE GEORGIAN BAY CANAL.

In an article on "Canada's Shipping Trade," Mr. W. I. Gear, the manager of the Robert Reford Steamship Company, Montreal, after showing the improvement in the trade during 1909, refers to the Georgian Bay Canal, and says:—"Montreal shipping men have come to the conclusion that the supremacy of the St. Lawrence route depends more upon the construction of the Georgian Bay Canal than anything else which can be undertaken. Improved harbour facilities and a deepened and straightened channel are but secondary considerations compared with the vast advantages which will accrue to the whole Dominion by the construction of the Georgian Bay Canal."

CROP PROSPECTS FOR 1910.

Mr. William Whyte, vice-president of the C.P.R., makes a prophetic statement with regard to the crop prospects of 1910. He says:—"The area under crop in Manitoba will not be largely increased in 1910, but in Saskatchewan the increase will amount to 20 per cent. of the whole. Within a short time the Province of Saskatchewan will be producing more wheat than any State in the Union, and in less than a decade it will produce more wheat than all the United States combined."

Mr. Norman P. Lambert, referring to Ontario, says:—"The prospects for the Ontario farmer in 1910 are brighter than in any year since 1906. The high-price era on the grain markets has led to a vast increase in the acreage sown in winter crops during the past autumn. And for the work of fall ploughing and seeding the farmer never had a more favourable season. Under the continued good auspices of Old Sol and Jupiter Pluvius, Ontario should reap a bumper crop in the harvest of 1910."

THE CANADIAN BANK ACT.

Mr. Edward Farrer, writing on this subject, says:—"Although the decennial revision of the Canadian Bank Act is at hand comparatively few suggestions for its amendment are offered. The Act may be said to embody all the wisdom and experience which our men of affairs have accumulated on the subject of banking since the beginning of things in Canada, and that it is well adapted to the needs of the country is tolerably clear from our rapid growth and high state of prosperity, it is generally felt, therefore, on the principle of letting well enough alone, that the changes ought not to be lightly made."

MOVING THE WESTERN CROP.

Mr. D. D. Mann, vice-president of the Canadian Northern Railroad, makes some interesting reflections on the wealth output, and mentions that in July he estimated the wheat crop of the Prairie Provinces at 140,000,000 bushels, whereas the latest official estimates of the 1909 crop are quoted at 138,024,707 bushels. Mr. Mann goes on to say that "in the history of the trade there has never been less complaint on the part of grain dealers and farmers of car shortage and delays in shipments. This may be taken as an indication that the railways are increasing their facilities to accommodate the growing output in the West."

CANADIAN WHEAT AND A BRITISH TARIFF.

Mr. Robert Meighen, president of the Lake of the Woods Milling Company, discusses the effect of a possible tariff on wheat. He says: "The market price of wheat is 42s. per quarter. If the Canadian producer is able to deliver his wheat on that (the British) market at a cost of 10c. a bushel, and it costs the American 15c. and the Argentine 15c., does the Argentine farmer receive a higher price than 42s. for his wheat? It is evident, and beyond question, that if the cost of delivery was equal and the wheat produced under the flag entered that competing market, the producer from the foreign country would pay that tariff—not the consumer, or he would have the alternative of consuming his products at home, or find a new market, which he would be unable to do. If a tariff is placed on our exports to Great Britain, we will in the near future contribute at least thirty millions annually to the British revenue, and every farmer on the broad acres, from the Atlantic to the Pacific, will realise the fact and know it to his sorrow."

BUILDING IN 1909.

The unprecedented wealth produced in Canada from natural resources in the past year finds an outlet in the increased real estate investments and construction in all parts of the country. The comparative statement below shows the enormous increase in the amount of money spent for building purposes during 1909, compared with the previous year. The building up of the Western towns and the comparative inaction of the East along such lines of development are particularly noticeable. The city of Toronto again stands out at the top of the list in the amount expended upon work of construction, with an increase of over four million dollars over 1908.

The following statement for 1908 and for the first eleven months of 1908 is complete from data furnished by *Construction*:—

	1908.	1909.*
Brantford	$ 289.855	—
Brandon	291.864	$ 451.410
Calgary	836,950	2.261.872
Edmonton	2.549.847	2,118.881
Fort William	1.560,735	2.366.745
Halifax	749.125	856,329
Hamilton	1.394,357	1,623,100
Kingston.	170.600	141.030
London	801.170	1.549.169
Montreal	5.062.326	6.311.940
Regina	516.646	663.874
Stratford	136.545	—
Toronto	12,447.467	16.826.147
Vancouver	5,550.923	6.748.856
Victoria	1.214.240	1.602.660
Winnipeg	5,500,000	9.143.800
St. John, N.B.	—	204.100
Sydney	—	131.830
Windsor	—	354.245
Berlin	—	284.850
Peterboro'	—	240.741
Totals (for year)	$39.472.650	$53.915.579

* For eleven months.

Taken altogether the supplement to the *Globe* is the fullest survey of the financial year in Canada we have yet seen, and it makes a very useful addition to the reference library.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

The Earl and Countess Grey are going up to Toronto in April to be present at the musical and dramatic competition for the Governor General's trophy. While there their Excellencies will be guests of the Lieutenant Governor and Mrs. Gibson at Government House.

* *

The Hon. William A. Weir, Provincial Treasurer of Quebec, has been appointed a Judge for Pontiac County

* *

Mr. Stanhope A. Forbes, A.R.A., who was elected a Royal Academician last week, besides being known to Canadians through his work, is also connected with the Dominion through his wife, who was the daughter of Mr. William Armstrong, a Canadian Civil servant. Mrs. Stanhope Forbes herself has been an exhibitor at the Royal Academy, the Paris Salon, and the Royal Society of Painter Etchers. Mr. and Mrs. Stanhope Forbes have their home at Newlyn, Penzance.

* *

Cardinal Vincenzo Vannutelli, who, as Papal legate, will preside at the Eucharistic Congress which is to be held in Montreal next summer, is one of the most illustrious members of the Sacred College. It is rarely that two brothers have been invested with the princely purple, but this distinction has been reserved for Cardinal Vincenzo and Cardinal Serafino Vannutelli, and both have played distinguished parts in the recent history of the Roman Catholic Church.

* *

In a recent issue the statement was made that the total membership of the Royal Colonial Institute in 1909 was 389. This should have read the total new membership in 1909. The total membership of the Institute is now 4.600.

* *

The handicap match for the miniature rifle presented by Mrs. William M. Macpherson, patroness of the Quebec Ladies' Rifle Club, was shot off recently at the Drill Hall, Quebec. Nineteen members of the Quebec Ladies' Rifle Club took part in the contest, and after the noise of the battle had subsided Miss Burstall was declared the winner by a margin of ten points

LIEUT.-COL. W. MOLSON MACPHERSON.
President of Molsons Bank and Founder and first President of the Quebec Miniature Rifle Club.

Dr. Charles Harriss, the emissary for the world tour of the Sheffield Choir, paid a short visit to Sydney, N.S.W., recently to make arrangements with regard to the visit of the choir to that city. Prior to his departure an interesting interview was given to the press "The project which brings me to Australia,' he said , "is to make a festival tour of the British Empire in 1911 with the Sheffield Choir of England, consisting of 200 voices. I am propagating musical reciprocity within the Empire, and after eight years of work I am now engaged in filling ships with musical enthusiasts from Great Britain and bringing them to the Overseas Dominions for the purpose of knowing us for what we are and in order that when they return to England they can become preachers of the gospel of the Overseas Dominions in the heart of the Empire."

* *

A most enthusiastic gathering of riflemen assembled at the Quebec Drill Hall recently for the second annual meeting of the Quebec Miniature Rifle Club. Lieut.-Col. William M Macpherson presided, having on his right Lieut.-Col. O. Pelletier, D.O.C., Hon. President, and Lieut.-Col. English. The election of officers resulted as follows:—Patron, the Lieutenant-Governor; hon. president, Lieut.-Col. O. C. Pelletier, D.O.C.; Advisory Committee, Lieut.-Col. English, Lieut.-Col. Wood. Hon. L. A. Taschereau, Major Fages, Lieut. Col. B. A. Scott, Col. Turnbull, Mr. W. G Hinds, Mr. William Price, M.P. President. Lieut.-Col. William M. Macpherson; vice-president, Mr. G. H. Balfour; hon. secretary, Captain S. H. Hill; treasurer, Lieut. A. W. Hay. Commitee—Lieut.-Col. Gaudet, Major Pym, Major Davidson, Messrs. D. C. Horgan, F. Porter, F. G. Millar, F. Martin, F. C. Wurtele, Sergt.-Major Young.

* *

The following Canadians have arrived at the Hotel Metropole during the week:—Mr. C Ross of Ottawa, Mr. J. C. Kelly of Toronto, Mr. Gilbert Hodgson of Calgary, and Mr. and Mrs. H. M. McCallum of Winnipeg.

* *

Mr. Robert Reid, of Montreal, was among the passengers on the *Hesperian* from Liverpool for Halifax last week.

* *

Dr. L. M. Lindsay, of Montreal, who has been studying in Germany, is at present in London on his way to join the staff of the Montreal General Hospital.

* *

The year 1909 added to the "millionaires" resident in Montreal, the number of whom, according to the *Montreal Star*, is now more than fifty. Among the list of names published are to be noted several individuals who take rank as millionaires in the British as well as in the Canadian and American sense.

* *

Among those up for election for membership in the Canada Club at its next meeting, February 1, are the Duke of Argyll, K.T., a former Governor-General of Canada, and Mr. Arthur Robert Phipps, Assistant Manager of the London branch of the Canadian Bank of Commerce.

* *

Among the arrivals at Liverpool on the *Grampian* was Mr. F. le Mesurier, of Quebec.

* *

Miss Kathleen Parlow, the well-known Canadian violinist, was among the artists who contributed to the afternoon concert at the Royal Albert Hall on Sunday last.

* *

Mr. G. M. Bosworth, fourth vice-president of the Canadian Pacific Railway, returns to Canada in the R.M.S. *Empress of Ireland* on February 11.

Miss Agnes Deans Cameron, authoress of the "New North," reviewed in this journal last week, spent some busy years in Victoria B.C., as teacher, principal and finally school trustee, before entering upon her distinguished journalistic and literary career. It was in Chicago that the famous Arctic trip, in company with a clever niece, Miss Jessie Brown was projected. The story of this ten-thousand mile journey to Canada's farthest north was told in her illustrated talks "From Wheat to Whales," etc., and in the book just published already alluded to. Those who were present at the wonderful exhibition of cinematograph pictures shown by the Grand Trunk railway company at the Caxton Hall last week, alluded to in another column, had very efficient proof of Miss Cameron's ability as a speaker. In epigrammatic but picturesque sentences she sketched the progress of her native land and its thousands of opportunities for those who find the battle for existence in the Mother Land an increasingly trying one. Incidentally, Miss Cameron pointed out that to speak of the new provinces of Alberta and Saskatchewan as the Canadian "North-West" is now a misnomer: there is still another undeveloped North-West in the great Dominion calling for the capitalist and the settler. Miss Cameron is about to undertake a lecturing tour through the United Kingdom, and is certain to send her audiences away delighted with the manner in which she handles her interesting theme.

MISS AGNES DEANS CAMERON.

* *

The following special representatives of Canadian journals are now in London in connection with the General Election: Mr. J. T. Clark, of the *Toronto Globe*, Waldorf Hotel; Mr. Stuart Lyon, of the *Toronto Star*, Inns of Court Hotel; Messrs. John Robinson and Shields, of the *Toronto Telegram*, at the Hotel Victoria.

* *

Mr. J. S. Willison, editor-in-chief of the *Toronto News*, is expected back from Paris at the end of the week.

* *

Dr. Neil MacNeil, Bishop of St. George's, Newfoundland, has been appointed Archbishop of Vancouver.

* *

Addressing the members of the Colonial and Continental Church Society recently, Archdeacon Lloyd, of Saskatchewan, asserted that in much less time than it took to build up the United States Canada would have a population of 100 million people, and that in years to come the centre of gravity of the British Empire would not be England, but Canada. It was larger than France and Germany, and would become a collection of Empires.

* *

Mr. George E. Drummond, senior partner of Messrs. Drummond, McCall and Co., Montreal, and vice-president of the Canada Iron Corporation, Ltd., has been appointed Consul-General for Denmark in Canada.

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TRUNK, LIVERPOOL	**LIVERPOOL**	**20, Water Street**	[illegible] Central.
TRUNK, GLASGOW	**GLASGOW**	**75, Union Street**	[illegible]
GRANDTRUNK, ANTWERP	**ANTWERP**	**Canal des Brasseurs, 19-21**	[illegible]
PASSAGE, SHEFFIELD	**SHEFFIELD**	**7, Haymarket**	[illegible]
TRUMPETING, BELFAST	**BELFAST**	**8, Victoria Street**	1971
HEADSHIP, BIRMINGHAM	**BIRMINGHAM**	**6, Victoria Square**	[illegible] Central.
PITT, PARIS	**PARIS**	**47, Rue Cambon**	241-40

FRED. C. SALTER, European Traffic Manager, Grand Trunk Railway System.

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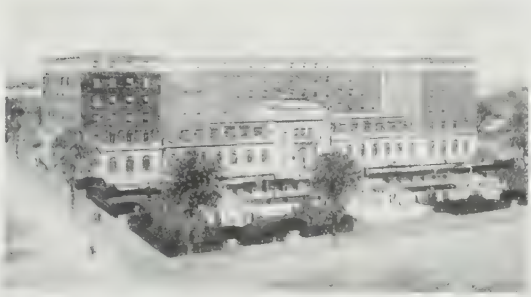
OUR PRIZE WINNER'S TOUR: My Second Thousand Miles in Canada. I.

BY WILLIAM BLAYNAY.

At daydawn, on C.P.R. train. No. 97, somewhere in the immediate neighbourhood of Chapleau, in the country north of Lake Superior, my second thousand miles of railway travelling in the Dominion began. They terminated near Griswold, in Manitoba, 27 miles west of Brandon. Prior to leaving Toronto many people had tried to persuade me that the journey to Fort William by way of the Lake steamers was all that was delightful, but that the long railway ride from Sudbury through the "desolate" country north of Lake Superior to the "Twin Cities," a distance of 555 miles, was monotonous in the extreme. I decided to see for myself what this monotonous ride was like.

For 260 miles there is certainly not much variety in the contour or quality of the land or in the growth of timber—it is all "rocks and Christmas trees," as the British settler once described it in writing to England -but from Heron Bay onwards, for 130 miles, the line runs along the shore of Lake Superior and provides a truly scenic ride. In many places the track has been hewn out of the hard rocky cliffs rising precipitously from the water's edge; in others gorges and ravines are crossed on trestle bridges or a filled-in embankment; now and then the line takes a wide sweep round some beautiful bay, and afterwards strikes across a narrow, well-wooded peninsula to another bay. Altogether some five or six hours are passed in this sort of travelling. The timber in this district is much larger than that farther east, and the lumber trade seems to be flourishing at several places, notably at Schreiber; this village, and Nipigon, further west, are the only places of any size and importance between Sudbury and Port Arthur. At Rossport, not far from Schreiber, the C.P.R. has created extensive facilities for unloading coal-steamers for the supply of their divisional point at the latter place. Nipigon is made the headquarters of many an angler from Port Arthur and Fort William, some of whom never tire of singing the praises of the Nipigon River, and its trout of fabulous weight


THE ARCHITECT'S DRAWING FOR THE CANADIAN NORTHERN RAILWAY'S HOTEL AT PORT ARTHUR.

Between Nipigon and Port Arthur a considerable area of good agricultural land is being opened up by the Ontario Government for colonisation. It is known as the Thunder Bay District of New Ontario, and has already attracted the attention of many American settlers brought there through the activity of the Dominion agents. Splendid openings still exist in this favoured district for market gardens, the market itself being found at the Twin Cities with their combined population of, approximately, 35.000, and an almost unlimited demand for garden produce of all kinds.

At the twin cities of Port Arthur and Fort William one seems to leave the East entirely behind. Here is the natural gateway to the great, new, illimitable West: here also is its outlet. Nothing can prevent the growth of these two cities. Their future is unbounded, unfettered. Gradually they are being brought closer together in spite of a healthy rivalry conducive to greater efforts towards perfection between the two communities, but, albeit, far from economical. Some three miles of valuable, unoccupied land still separate the two cities, but its term of unoccupation is now very limited; what will the two municipalities do when their taxpayers are able to join hands across the divisional stream is an interesting question for the near future. Everything that counts in the making of a great city is to be found at Port Arthur and Fort William. Situation at the head of the Great Lakes, unexcelled railway facilities, cheap power, mineral wealth, a plentiful lumber supply, cheap coal, and, above all, a people who believe in the future greatness of their cities, and are energetic in bringing about that greatness. Moreover, they manage in some mysterious way to instil a spirit of similar enthusiasm in the stranger and visitor. Especially, perhaps, is this the case at Fort William. A visitor cannot be long in this city before he rubs up against its Publicity Commissioner, who makes it his special business not only to supply the stranger with information, pamphlets, statistics, maps, and such-like things, but to take him to the top of the City Hall Tower and give him a bird's-eye view of the city and its surroundings; to give him a launch trip round the harbour, where he will be told that Fort William has accommodation for 28 miles of wharfage; to show him over one of the large wheat elevators, Ogilvie's Flour Mill, the power station, and other industrial concerns, and, if time permits, to take him out to Loch Lomond, seven miles distant, the source of Fort William's unsurpassed water supply. All this, and more, is done to make the visitor to Fort William thoroughly acquainted with the city and its enormous possibilities. Finally, when he takes leave of the Publicity Commissioner, he will find hanging from his watch a neat little gun-metal "fob" with an enamelled plate bearing the magic inscription "Fort William? Ask Me," and looking for all the world like some foreign decoration; a pocket loaded with pamphlets, photographs, maps, etc., issued by the Publicity Committee; and, perhaps, a handful of neat, handsome, gilt wafers embossed with the crest of the Corporation of the City of Fort William.

Port Arthur is equally alive to the advantages and possibilities of publicity. A pretty little pagoda-like building has been erected quite close to the two railway stations and the steamer wharves, in which the Publicity Commissioner is installed, at the very entrance to the city, and right in front of the new magnificent Prince Arthur Hotel, now being built by the Canadian Northern Railway, ready and willing to supply the visitor and inquirer with all information concerning Port Arthur, and to show him all the chief points of interest in the city.

Port Arthur is a city which is built on a hill and therefore "cannot be hid"; whatever happens in the march of the Twin Cities towards greatness, Port Arthur, on account of its delightful situation, must ever remain the principal residential district—the city of beautiful "homes."

In celebration of the fortieth anniversary of the Wolseley Expedition to the Red River Settlement, the good citizens, led by their Publicity Committee, are endeavouring to attract the "world and its wife" to Port Arthur some time during next August, when amusements and sport of all kinds will be provided, in addition to the many natural attractions of the neighbourhood.

During my stay at Fort William, I had the honour of being invited to join a party of directors of the Kam Power Co in their visit to the power house at Kakabeka Falls, twenty miles west of the city. It is said that these falls are higher than Niagara; be that as it may be, the great natural beauty of the place, quite undisturbed by man in the immediate vicinity of the falls, adds immensely to their picturesqueness. The power house lies at the other end of the gorge, almost out of sight of the falls, and the railway and settlement are about a mile away Long may this beautiful work of nature remain in lonely seclusion, free from the vandalism that has spoilt other natural wonders.

On another occasion I was taken in a "rig" by Alderman Rankin to see Loch Lomond, whence Fort William derives its splendid water supply. The lake lies 354ft. above the city level, but has an outlet to Lake Superior by the Carp River. Its area is from eleven to twelve square miles, and its distance from the city seven miles. The water leaves the lake by a tunnel a mile long driven through hard solid rock. On our way to the lake we passed through an Indian village, all the houses of which are substantially built of wood and clean in appearance. A school is provided, and law and order are maintained by a stalwart son of the chief uniformed in the clothes of the Fort William police force, and well spoken of for his uprightness and integrity. The Indians of this district belong to the Ojibeway tribe.

Before leaving Fort William I saw the first train-loads of this year's wheat come in from the West. One of these trains was made up of 56 cars, most of them of 40 tons capacity. Navigation on the Great Lakes closes about Dec. 5. From the time of the arrival of the first wheat until this date, elevators, steamers, and trains are worked at the highest pressure. This year the newly formed Grain Clearing House has minimised the work of handling the grain between Winnipeg and Fort William, and its work is being much appreciated by the shippers who have availed themselves of the facilities and advantages offered.

As an indication of the prosperity of the Twin Cities, building operations and extensions of the street car railway are going on in all directions in Port Arthur, whilst in Fort William more than four hundred new residences have been added to the city during the summer. Incidentally there appears to be a good deal of British capital profitably invested in Fort William.

(To be continued)

(Photographs illustrating Mr. Blaynay's tour will be found on our middle page.)

* * *

A FRENCH SETTLER'S PROPERTY.

Eighteen years ago M. E. A. Gwilliwin came to Canada from France. He had no money. He took service with a farmer in Alberta, who advanced him $10 to pay down on a homestead. Then he began to prosper. He bought another quarter-section, and yet another, until to-day he holds 6.880 acres just north of Wainwright, on the Grand Trunk Pacific, valued at $200.000. Of this land, Mr. Gwilliwin had some 6.000 acres in crop this year, and, in round figures, threshed 50.000 bushels of wheat, 30,000 bushels of oats, 7.000 bushels of barley, and 500 bushels of flax—the proceeds from which alone are a small fortune. To run this large farm, 104 horses are used, besides farming machinery of the most modern design, and an up-to-date threshing outfit, in all worth $25,000. Mr. Gwilliwin is only thirty-eight years old.

The Ontario Government has closed its colonisation branch at Liverpool. Hereafter the Colonisation Department will be centralised at the Strand Offices, London.

The International Waterways Treaty with the United States which has been hung up since last spring, is likely to be ratified in its present form in the course of a few weeks.

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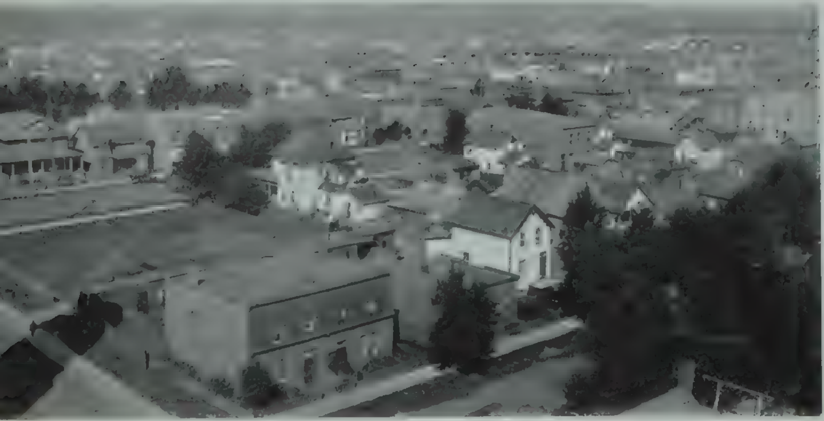
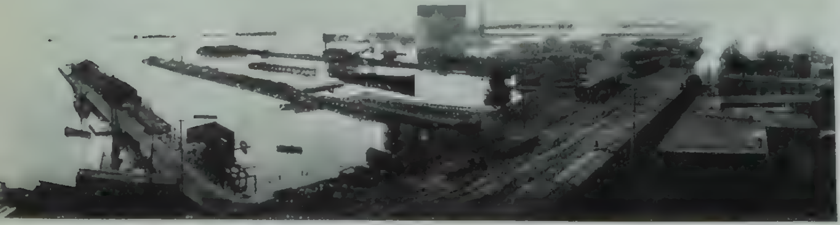


THE RESIDENTIAL PORTION OF FORT WILLIAM: A VIEW TAKEN FROM THE TOWER OF THE CITY HALL.



THE DOCKS AND C.N.R. SIDINGS AT PORT ARTHUR.

ON THE NORTH SHOR

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THE WATERFALL THAT SUPPLIES POWER TO FOR

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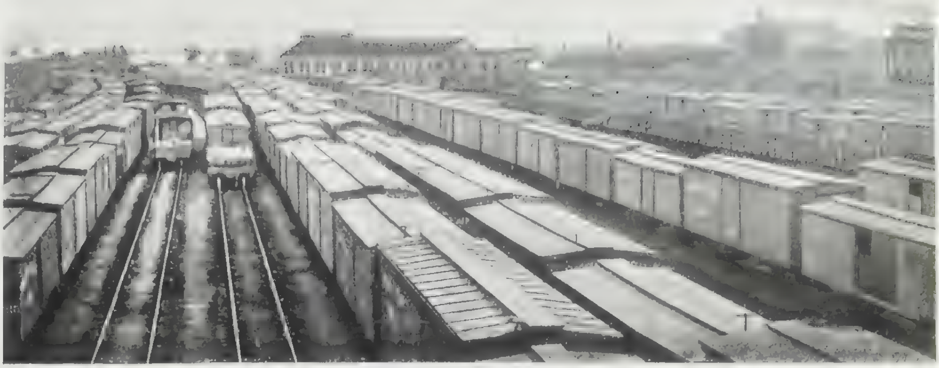
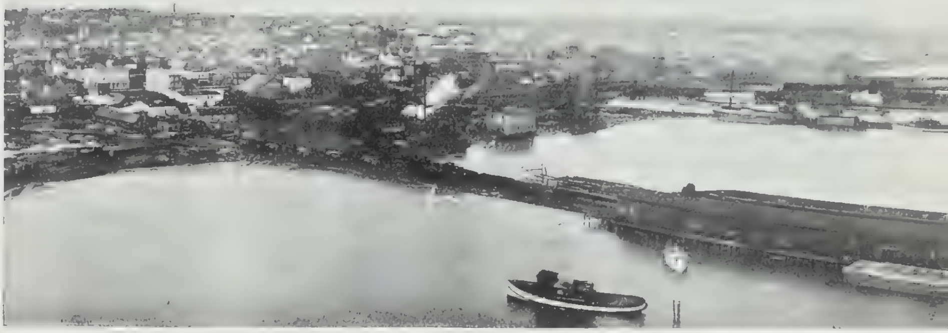


THE C.P.R. YARDS AT FORT WILLIAM.



A VIEW OF PORT ARTHUR FROM THE LAKE.

AND PORT ARTHUR: THE KAKABEKA FALLS.

WHERE FORT WILLIAM GETS ITS WATER SUPPLY: A VIEW NEAR LOCH LOMOND

OBITUARY.

THE LATE MR. ARCHER BAKER

By the sudden death on Saturday last, from pneumonia, of Mr. Archer Baker, European manager of the Canadian Pacific Railway, there has passed away one of the most prominent Anglo Canadians in London, and one who played no unimportant part in the history of one of the greatest railways in the world to-day. The *Idler*, indeed, in a biographical sketch, published some time ago, declared that Mr. Archer Baker had "built up practically single-handed the Canadian Pacific from an empty name in this beautiful England of ours to a tremendous reality," and contrasted the time twenty-five years ago when "the staff at Liverpool totalled just one man and one boy" with present conditions at the European headquarters in London "in a cool and airy palace that must be a delight to the army of busy clerks," who control a "vast organisation of 2,000 offices and agencies not only in the British Isles, but all over the Continent."

The same article also quotes the following personal reminiscences by Mr. Archer Baker of early days that come with renewed interest at this time:—"One of the most important points in my career was my birth at York, of which city I am now a freeman a privilege to which is attached the right to graze three cows on Knaves Mire at the public cost. Not having the cows, some other fellow gets the grazing.

Photo by] [*Elliot & Fry.*

THE LATE MR. ARCHER BAKER.

"Passing over my schooldays, when I was under the care of a very able tutor, the Rev. H. V. Palmer, father of the well-known novelist John Strange Winter, I come to 1860, when I commenced my career in the coal department of the Great Northern Railway at King's Cross, my none too agreeable recollections of this being that I had to walk from Ely Place to King's Cross to be there at six in the morning punctually. Unpunctuality brought down on me the common or garden maledictions of the London carman. A bloater cooked in the office and self-made tea constituted my breakfast. Tenpence in a coffee-shop in the Pentonville Road gave me a substantial if not an æsthetic meal. At half-past six p.m. I was free to leave work, and went home to an early supper and bed, with the usual 'daily round' staring me in the face for the following day.

"Harking back to 1862-3-4, I find recollections of the Crystal Palace, where I was taken by my uncle, the late Samuel Plimsoll, M.P. (who was chairman of the committee) to the reception given to Garibaldi. . . . .

'A short experience at Lloyd's disgusted me with the possible prospects which England offered, and, borrowing the money to pay my second-class passage, I promptly sailed from Liverpool in the paddle-steamer *Scotia* for New York. From that place I made my way to Montreal, finding the ice just broken up in the St. Lawrence, the only means of transit from the south then being by ferry, which I took.

'Up to this point I had clung faithfully to the symbol of civilisation as exemplified in the ordinary top hat, which I quickly discarded, finding it somewhat unsuited to the only occupation which presented itself at the moment—a job where, for $6 a month, I had to be 'handy man' in general, sweeping out the store and cleaning the windows being two of my lightest tasks.

"Inside of a year, 1864, I was fortunate enough to obtain a position in the Allan Steamship Company, where I remained till 1867. During this time there was the attempted invasion of Canada by the Fenians and the trial of the St. Albans' raiders the latter a party of Southerners who raided the St. Albans' Bank, fled to Canada, and were subsequently arrested and brought to trial.

'My duties took me to Portland, Maine, U.S.A., in the winter, which place the Allan steamships made their port of call during that period of the year. At that time the American Civil War was in progress. I was there when it was finished, at the time of President Lincoln's assassination, and had the pleasure of meeting many of the prominent men of the day -Generals Grant and Sherman, Oliver Wendell Holmes, and others and had the good fortune to hear Charles Dickens give his last readings in America.

"I have reason to remember the Civil War, because I found it necessary at Montreal to get my certificate of nationality signed by the then Governor-General Lord Monck, to avoid the conscription which was draining the best of the young men of the country away to take part in the struggle. It was interesting but sad to see the regiments coming home from the war with depleted numbers and evident signs of the perils and troubles they had gone through. In 1870 my railroad work commenced in earnest."

To the *Idler* again we are indebted for a short reminiscence from the pen of Robert Barr: "Four years after the first Dominion Day (i.e., in 1871) the surveys for the Canadian Pacific Railway began, and a stalwart youth from Yorkshire, with his theodolite over his shoulder, struck out for the West to help strike out the line of what was to become the greatest railway in the world. Yesterday I invited this youth to lunch with me at my club. His name is Mr. Archer Baker, head of the Canadian Pacific Railway in London and he dreams that he dwells in marble halls, as indeed he does, in that splendid building newly erected at Charing Cross. . . . . He told me that the chief wonder as he marked out the line was where the new road was going to get enough money to buy axle grease, for they were progressing through a great lone land with never an inhabitant in sight, and yet it was wonderful how quickly traffic began—first hunters and their equipment, then land-seekers and pioneers of all sorts

A vivid picture of Mr. Baker's personality is contributed by one of his earliest associates in the European department of the railway a man whose memory goes back to the time when, with the help of two clerks and an office boy, the late European manager was instituting a great Canadian advertisement campaign from his Liverpool office. The work at that time consisted of sending out thousands of pamphlets and answering inquiries, and the results were so promising that an office was opened in London, also under Mr. Baker's direction. The steamship agents became interested in Canada, and from these small beginnings the Canadian Pacific came to occupy an established position in Great Britain. A fact not generally known is that the Dominion Express Company's business in Europe was created by Mr. Baker, the speaker having weighed and measured the first two parcels sent from Liverpool via the Dominion Express. This company now ships a very large tonnage every week, consisting mainly of small parcels besides a large cargo express and money order business.

Mr. Baker personally is described as full of vim, full of his subject, working tremendously hard all his life, and possessing the happy knack of getting the best work out of the men around him, all of whom were fired by his example. The plan he worked on was, not driving his staff, but getting the best out of them by tact and sympathy. The best picture of the man, however, is drawn in the concluding remark of the speaker: "He was a tactful disciplinarian, with a kindly heart."

Mr. Baker was born at York, and was educated at York Grammar School. From 1869 to 1870 he was employed as clerk to the president of the Missouri Valley Road, and was in the office of the superintendent of the Brockville and Ottawa Railway during the following year. In 1871 he became accountant of the Brockville and Ottawa and Canada Central Railways, but was promoted to be secretary treasurer of the above roads two years later, with the additional step of assistant general manager in 1876, which last position he held till 1878. In 1878 Mr. Baker received the appointment of general manager of the Canada Central, but resigned in 1881, to assume the duties of General Superintendent of the eastern division of the Canadian Pacific Railway. Four years later, we find him European Traffic Agent of the Canadian Pacific at Liverpool, but in 1900 he was moved to London as European Traffic Manager, and in 1905 received the final position of European Manager, which he held up to the time of his death. One of his brothers, Mr. W. R. Baker, is secretary of the Canadian Pacific Railway, and another, Mr. Fred. Baker, is also an official of the company.

The funeral took place on Wednesday at Eltham.

The death is announced from Toronto of Judge Thomas Hodgins, who dropped dead while telephoning to his office from his residence. Mr. Thomas Hodgins was born in Dublin in 1828, and after finishing his education at Toronto University he was called to the Bar in 1858. He was a partner of the late Chief Justice Harrison. He took a leading part in the educational side of the legal profession as law examiner and writer of treatises. He was appointed Master-in Ordinary of the Supreme Court in 1883. From 1871-9 he sat in the Provincial Legislature as a Liberal, securing meanwhile various amendments to the law of property and trusts. He tried twice unsuccessfully to gain a seat in the Dominion Parliament before being appointed a Master.

PUBLIC SCHOOL BOYS AND CANADA.

At the resumed annual meeting of the Incorporated Association of Headmasters, at Guildhall, Mr. Philip Wood (Darlington) presiding, Dr. H. B. Gray (Bradfield) moved a resolution welcoming the "establishment of the Public Schools League for Imperial Land Settlement as opening out careers for English youths in the Overseas Dominions of the Empire, and as bringing about a closer touch between Great Britain and her Colonies." He said it was a matter of vast and pressing import to the youths of their schools, and, in consequence, to the destinies of the Empire. Owing to lack of organisation, some of their worst, and not best, boys had gone out, and made the name of Englishmen one of rather ill omen in Canada

Canon R. D. Swallow (Chigwell), who seconded, read a letter from Lord Roberts, in which he said the scheme had in it the elements of a great and constantly expanding movement. Whilst in Canada, in 1908, Lord Roberts added: "I noticed, with pain and surprise that they do not view the young Englishman who goes out to them with unalloyed satisfaction. Perhaps we have not always sent them of our best, and perhaps that again has been due to the fact that there has been no organised scheme such as that which is now proposed, which would ensure the fittest of our sons going with them in the great work of opening out, and, at the same time, cementing the British Empire."

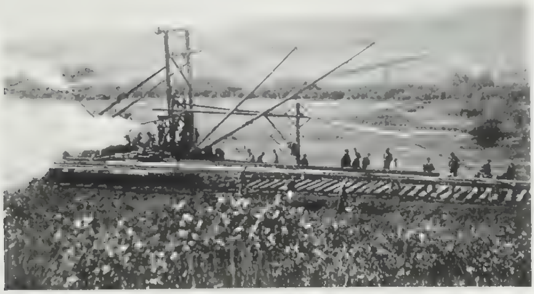
The resolution was carried unanimously, with a rider that the Headmasters' Conference should be recommended to widen the scope of the league.

ACTUAL VIEWS OF CANADIAN LIFE.

Some Wonderful Cinematograph Pictures.

Seeing is believing, and no more dramatic evidences of Canadian industries and the attractions of Canada for the sportsman and the settler could be placed before an audience than the series of cinematograph pictures viewed by a large party of guests of the Grand Trunk Railway System in the Caxton Hall, Westminster, last Friday evening.

Many members of the audience had "shot" the Lachine Rapids, seen something of a mining camp, or indulged in a fishing excursion on Lake Temagami or one of the numerous other beautiful holiday resorts on the lines of the Grand Trunk Railway which are now within a nine days' journey from London. The best tribute to the realism of the moving pictures came from this section of the delighted company, whose sense of appreciation was voiced by Mr. J. Obed Smith, Dominion Government Superintendent of Emigration, who knows every inch of the district covered by the views, and pointed out that along the route of the Grand Trunk Pacific alone there were 40,000 homesteads of 160 acres each, bordering on the western lines which, if laid along the tracks lengthways, would cover a distance of 10,000 miles. The G.T.R. system will soon have a mileage greater than that of all the railway lines in the United Kingdom combined.



A TRACK-LAYER AT WORK ON THE PRAIRIE.

Another speaker was the Ven. Archdeacon Lloyd, who is so well known in connection with the Barr Colony, which, after encountering many vicissitudes at the start, due to improper organisation, now forms one of the most prosperous and growing communities in the Province of Saskatchewan. It was left, however, to a lady, Miss Agnes Deans Cameron, at the close of an instructive and delightful evening, to drive home the lessons of Canada's progress and inducements which had been so graphically illustrated in the moving pictures.

CONSTRUCTION WORK ON THE G.T.R.

The scenes pourtrayed had been selected with wise discrimination by Mr. H. R. Charlton, the Manager in Canada of the Publicity Department of the Grand Trunk Railway, in whose company Mr. Butcher, of Messrs. W. Butcher and Sons, Ltd., Farringdon Street, E.C., made a four months' tour last summer to see Canadians actually at work and at play. Of the numerous pictures shown those which apparently made most impression upon the bulk of the audience were a series showing the actual work of constructing a railway the steam shovel levelling the track; the wonderful track-laying machines discharging the ties or "sleepers" and the lengths of rails at a rate which compelled the gangs of navvies to "hustle" with their tasks of levelling, spiking, and rivetting. Mr. Butcher, in the course of his terse remarks explanatory of the illustrations, said that another incentive to the evident zest which the men put into their work lay in the fact that on most sections of the G.T.P. line, of which over 2,000 miles remain to be completed, the contract is for three miles of track to be laid per day, so that quick work meant longer rest. Other striking pictures showed the passage of the construction trains over one of the long "trestle" bridges which are such a feature in railway construction across a continent over 4,000 miles from the Atlantic to the Pacific Coast. These pictures, moreover, afforded tangible evidence of the rate at which new stations and settlements are springing up all along the line of the Grand Trunk Pacific Railway.

SCENES IN A MINING CAMP.

Another series of the pictures which came as a revelation to the bulk of the audience was the work actually in progress at the great mining centre of Cobalt; the sinking of the shaft, tunnelling, and other processes, including blasting, the realism of which operation was thrilling as shown by the cinematograph, and one naturally, after seeing the shot fired, waited for the sound of the report.

The sight of the Cobalt camp and the explanation that every length of steel rail which the audience saw laid was actually made in Canada, came as a surprise to those who are so accustomed to think of the Dominion as only suitable for the agricultural labourer and the domestic help.

Another series of pictures which emphatically proved the extent of the fruit-growing industry in Canada also let the audience into some of the secrets of sorting, grading, and packing.

The moving pictures which appealed to the sportsman and the tourist incidentally gave evidence of the splendour of the climate and the extent of the recreations which Canadians can enjoy. Many of the places shown are actually now within a nine days' journey of London, and the tour can be made for less money than to the hitherto more extensively advertised holiday resorts of Europe, where only a small minority speak the English language.

The guests were received by Mr. Louis Leopold, of the Publicity Department of the Grand Trunk Railway, Cockspur Street, S.W., on behalf of the company, who announced that it is intended to distribute the films among educational authorities and public entertainers, with the view of educating the British public as to Canada's resources and vast possibilities.

Mr. Leopold dwelt upon the fact that the G.T.R. is essentially an Anglo-Canadian company, financed with British capital, and managed locally by some of the keenest intellects in the railway world of the North American continent. He also paid a compliment to the work of the British press which was making a speciality of educating the public as to the enormous progress Canada is making.

During the evening light refreshments were served, and Mr. Walter Montagu and others contributed humorous and musical sketches.

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A PROSPEROUS SCOTTISH CANADIAN FARMER'S GOLDEN WEDDING.

A pleasant anniversary, which took place in North Grafton, King's County, Nova Scotia, in December, forms an interesting link between Old Scotland and New Scotland. It was the celebration of the golden wedding of Mr. and Mrs. James M. Hird, who left Wallbank, in Forfarshire, Scotland, in 1870, and settled in the nearest province of Canada to Scotland. They were married on December 13, 1859, at the residence of Mrs. Hird's father, Mr. Phillips, Wallbank. Mr. and Mrs. Hird have a family of five sons and five daughters, and all were present at the anniversary except one son, who is abroad; the absent son was represented, however, by his wife and their two little girls. Each of the guests wore a sprig of heather, which had been sent out by friends in Scotland especially for the occasion.

MR. J. M. HIRD'S HOMESTEAD.

Mr. Hird is a prosperous farmer. He owns 300 acres, valued at upwards of £1,700, at North Grafton, in the Annapolis Valley. He has one acre of a very productive cranberry bog, two acres under strawberries, and six acres under apples. His orchard is young and not all bearing, yet last year he marketed 300 barrels of apples. He raised also 1,400 bushels of potatoes, 1,000 head of cabbage, 800 bushels of oats, and 50 tons of hay. Mr. Hird is a warm friend of Canada, and would like all Scottish farmers who intend to emigrate to Canada to inquire into the opportunities offered by the Province of Nova Scotia.

THE FARM AND ORCHARD.

Mr. Arthur S. Barnstead, the Secretary of Industries and Immigration at Halifax, N.S., is ready to give all information desired by prospective emigrants: also Mr. John Howard, Agent-General for Nova Scotia, at 57A, Pall Mall, London, will be pleased to correspond with all who desire further particulars.

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We have received a copy of a publication issued by the Department of Industries and Immigration of the Province of Nova Scotia, entitled "Sketches and Scenes of Social and Industrial Life" in that Province. The booklet contains much of interest and value to the intending settler, and is illustrated with some excellent photographs.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—New Year's Day was observed quietly in Ottawa. Earl Grey held his final Levée in Parliament Buildings. Among the callers who paid their respects were Sir Wilfrid Laurier, Sir Charles Fitzpatrick, and the Cabinet Ministers. Mgr. Sbarretti held a reception in the afternoon at the Knights of Columbus Club, and among his callers were the Prime Minister, Sir Charles Fitzpatrick, and Hon. Charles Murphy.

——The by-election to fill the vacancy caused by the resignation of Sir Wilfrid Laurier of the second seat to which he was elected at Ottawa will take place on January 29. Mr. Lemieux, brother of the Hon. Rodolphe Lemieux (Postmaster-General), is the Liberal candidate, and there are two Conservative candidates in the field—Dr. Chabot, the Independent party nominee, and the ex-Mayor of Ottawa, Mr. Ellis.

——There is now on deposit to the credit of the Ottawa Public School Savings Bank $2,177. This is an exceptionally gratifying showing for the five schools, as the system was put in operation only in March. From every one of the remaining fifteen schools have come requests to start the penny banks, and the teachers are practically unanimous for them.

——The Customs revenue for December last totalled $5,256,613, an increase of $1,381,523 over the same month of the previous year. For the nine months ending December 31 the total Customs receipts were $44,367,181, as against $34,844,334 in the corresponding nine months, an increase of $9,522,847.

Toronto.—Within a few years Toronto has spent nearly a million dollars on new buildings for its exhibition.

The Customs revenue for the Port of Toronto for December last was over $1,000,000, a gain of about $300,000 over the previous December, and the December before that again. The revenue for the port during the year of 1909 was over $11,800,000. This is a gain of about $2,600,000 over 1908 and about $200,000 over the big year of 1907.

——The past year has been a record one in building operations in Toronto. The approximate value of the building permits issued by the City Architect totalled $18,200,000, an increase of $5,404,564 over the previous year; 7,144 buildings were erected in 1909, as against 5,285 in 1908.

The recent municipal elections resulted in the election of Mr. G. R. Geary to the Mayoralty, with Messrs. F. S. Spence, J. J. Ward, T. L. Church, and Thomas Foster as the Board of Control.

——By-laws in regard to exhibition buildings and fire halls and police stations were carried, while that for the extension of Bloor Street was defeated.

——As the result of the voting on local option by-laws in 161 municipalities in the Province, over 200 bars will be closed. Of the 806 municipalities in the Province, 334 were last year under local option, or otherwise without licences. This year's voting added 61 more municipalities.

The "Loyal Canada Flag," presented to the Cadets of Canada by "a number of gentlemen of the Imperial Club in London," has been forwarded to Toronto by the Adjutant-General, Ottawa, and will be in the custody of the Harbord Collegiate Institute for the year 1910, having been handed over by the Dundas High School. It is a handsome Union Jack, 24ft. in length, with the words "Loyal Canada" across the face in large white letters. The deed of gift requires that the flag be placed in the keeping of the school from which the captain of the last Lord Roberts' team for Canada was chosen.

Nearly 1,000 gentlemen attended the New Year's reception given by the Hon. J. M. Gibson, the Lieutenant-Governor at Government House.

Mr. John Ross Robertson, proprietor of the *Telegram*, on Christmas Day, sent to the Hospital for Sick Children a cheque for $10,000. Mr. Robertson is the chairman of the trustees and founder of the hospital.

North Toronto.—The Municipality has voted in favour of Sunday cars.

——After a keen contest, Mr. A. J. Brown has been re-elected Mayor.

Hamilton.—A local tobacco company has just imported the biggest shipment of Havana tobacco ever received in Canada. It comprises 120 tons, on which the Dominion Government collects in duty over $107,000.

London. Alderman J. H. A. Beattie has been elected Mayor of London over Mr. D. Ferguson.

Guelph.—As a result of the installation of Guelph's new water system, the fire insurance rate for this city has been reduced by 10 per cent. This makes the local rate probably the lowest in Canada.

The announcement has been made that a new Canadian Pacific Railway station would be built here.

Fort William.—Mr. Pelletier has been re-elected Mayor of Fort William.

Port Arthur Mr. Matthews has been returned to office as Mayor by acclamation.

Huntingdon The Council has been re-elected by acclamation, as follows: Reeve, Mr J. A. Beatty; Deputy-reeve, Mr. P. McEnroy; Councillors, Messrs. Jones, Shaw, and Emerson.

QUEBEC PROVINCE.

Quebec.—The voting in Limoilou on the question of the annexation of that town to Quebec has resulted in the carrying of the by-law.

——The new amendments to the Mining Law, which have radically changed the principle of prospecting, came into force on January 1, and all prospecting licences issued under the old law expired on December 31 last. The new amendments provide for free prospecting on all lands where the mines belong to the Crown. When a mine is discovered, all that is necessary is to have it registered at the Bureau of Mines, Quebec, provided the prospector has previously taken out a miner's certificate, and paid the fee required by law on the same. A claim can only be registered at the Bureau of Mines, Quebec.

In Quebec all bar-rooms now close at seven o'clock on Saturday, and open at five o'clock every morning, except on Sundays, when they are kept closed. There is now before the Quebec City Council a notice of motion to have the saloons kept closed until seven in the morning, and to prevent the licensed groceries from selling liquors before that hour.

Montreal.—It is understood that Dr. J. Guerin, ex-M.L.A., who was for some time a member of the Provincial Government, is to be a candidate for the Mayoralty of Montreal, with Mr. F. L. Wanklyn as the English-speaking member of the Board of Control.

——Receipts at the Montreal Custom House for the year just closed showed an increase over 1908 of $2,716,576, the totals being: 1908, $12,909,413, and 1909, $15,629,790.

——There will be a new art gallery erected in Montreal in the near future, and it is probable that it will be located on Sherbrooke Street West, where an option has been obtained.

A filtration plant is the only remedy for the typhoid fever epidemic. Such is the practically unanimous declaration of a number of representative doctors in Montreal.

——According to the annual report of the Fire Department, there were about the same number of fires last year as in 1908, the number for the past year being 1,052, and for the previous year it was 1,053. While there was almost the same number of fires in 1909 as in 1908 the total loss, it is thought, will not exceed $500,000.

—The Grand Trunk Railway Co. has taken the initial steps for the construction of its East-End freight and passenger terminals, which are to be situated on St. Catherine Street, between Harbour and Frontenac Streets. The application to the City Council is made in the name of the Lachine, Jacques Cartier and Maisonneuve Railway, the new line from Lachine to Maisonneuve round the back of the mountain, which was authorised by the Provincial Legislature last session.

——An explosion of gas occurred recently at the Place Viger Station of the C.P.R., by which upwards of twenty people were injured.

A final effort has been made by the committee in charge of the Montreal winter carnival movement to secure special reduced railway rates for the carnival week, with the result that they are once again given to understand that the railway interests consider such a thing inimical to the interests of Canada, and, therefore, opposed to the best interests of the railroads.

——Over five thousand Canadian boys and girls belonging to the Sunday schools of the Presbyterian, Methodist, Baptist, and Congregational Churches, gathered in four centres on New Year's Day, when custom demands that loyalty to the British Empire shall be inculcated in the minds of the young people by the ceremony of saluting the flag.

Longueuil.—The Longueuil ferry service was discontinued recently by the Richelieu and Ontario steamers *Longueuil* and *Boucherville*. The open season of 1909 was only six days behind the record for late navigation, established twenty years ago. Both vessels have gone to winter quarters, where they will be prepared for next season's work.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

The Boston Chamber of Commerce gives the apple shipments for one week in December as follows:

	1909.	1908.
Halifax	315,889	303,630
Annapolis	27,581	16,908

Since that date there have been heavy shipments from Halifax that will bring the export up to 350,000 barrels, but this is only for apples going to Great Britain, and, with exports to Newfoundland and elsewhere, will make up an export of 400,000 barrels of apples from Halifax to the end of last year, with a probable export to follow for the season of 350,000, making in all 750,000 barrels. Annapolis shipments are somewhat higher than last year, and the last steamer to load carried about 10,000 barrels, which closed the shipments from that port for the season, by direct steamers; but there will be shipments made via St. John through the winter that should be included in the Nova Scotia exports.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

The Civic Finance Committee has prepared the estimates for the current year to be presented to the City Council for approval. The total assessment will be $531,953, an increase of $1,476 over the total assessment of the past year. The total revenue collected at this port during the past year was $1,733,144, compared with $1,587,770 during 1908. An additional $10,000 was taken in harbour and other dues.

Mr. Charles M. Creed, Secretary of the Maritime Board of Trade, and who for nearly forty years was secretary of the Halifax Board, died recently, in the 76th year of his age. He was the oldest secretary of any Board of Trade in the British Empire, with the exception, it is said, of one in London.

The *Manchester Importer* arrived at Halifax from Manchester recently, making the trip in the remarkably fast time of 9 days and 15 hours, which beats all previous records held by the Manchester boats.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

The statement of the Provincial Auditor-General for the last fiscal year shows the Province's receipts to be $3,820,144, and expenditures within about $4,000 of that amount. There is thus a small surplus. The expenditure chargeable to ordinary revenue was $1,255,381. Of this, $261,522 was spent on education, and $304,499 on public works. There was an increase in both these items, and a decrease in the amounts spent for contingencies, legislation, and printing. The receipts from Crown Lands were $395,283. Receipts included $621,560 in Dominion subsidies; $395,286 territorial revenue; $12,434 succession duties; $44,393 for liquor licences. Education expenditure was $246,677; $38,176 was spent for executive government, and $43,474 for forest and game protection. Payments in interest were $197,857, as compared with $232.944 last year.

In an interview here recently, the Hon. W. Pugsley stated that representatives of two great English concerns had lately consulted him in reference to dry docks, and had expressed a desire to build one at St. John. Mr. Pugsley expressed the opinion, however, that in asking an increase of the subsidy to four per cent. too much was wanted. He advised a strong effort on the part of the citizens of St. John to secure a dry dock and shipbuilding plant. Mr. Pugsley also said that the president of the Grand Trunk Pacific had assured him that there was the finest possible site for St. John terminals at Courtenay Bay, but the Minister could not say as yet whether that site would be selected. He stated positively that the Government was prepared to pay one-third of the cost of the bridge across St. John Harbour, the total cost of which has been estimated at about $750,000. The bridge would be of great benefit to the Intercolonial Railway, as well as to the city.

Mr. W. Hubbard, Provincial Secretary for Agriculture, states that the Provincial Government will devote much attention to agricultural interests in future. Among the matters to be initiated is the establishment of six or seven depots, from which imported fertilisers will be distributed, and where instructions regarding its use will be given. A provincial horticulturist will be appointed to give instruction in apple raising and small fruit culture.

The St. John Harbour Board, a committee of the City Council with jurisdiction over harbour matters, has decided to recommend to the Council that a committee be appointed to interview Sir Thomas Shaughnessy at Montreal and negotiate for the sale to the Canadian Pacific Railway of the winter port terminal facilities at Sand Point. These include the wharves and warehouses built by the city for the encouragement of trans-Atlantic business.

The Advertising Committee of the Board of Trade met recently, and decided to inaugurate an advertising campaign to boom St. John. Among the suggestions submitted was one that a prize be offered for the best essay on "St. John and Its Resources," or a kindred topic, to be written by a student in any of the city schools.

Notice of the application for incorporation of a two million dollar American company for the extensive development of the Grand Lake coal fields has appeared in the *Royal Gazette*. The company is to be known as the Big P. Coal Company, Limited, and the incorporators are American capitalists.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

A serious accident has occurred at the construction work now in progress at the new civic power plant at Point du Bois, which will seriously delay its completion. The coffer dam which holds the water back from the power-house excavation was broken by the enormous pressure of water at the south-west corner. This resulted in the big excavation made in the solid rock being filled with water. The excavation is 10ft. below the river level, and there the big suction pump is stationed, and it is believed that the working of the pump has dislodged the "puddlings" of the coffer dam, gradually wearing away the edges until there was a good-sized hole. Work on the draught tubes will have to be suspended for some time.

The building season preparations for 1910 have opened here with a rush, when $64,000 worth of permits were taken out, or about $14,000 more than for the whole of last January. This is only a start, as there are two other buildings, one involving $350,000 of expenditure and the other $750,000. The plans for both are now ready.

The railways operating in Western Canada have made a joint announcement of a gift of $2,000,000 to the fair in Winnipeg, provided it is postponed until 1914.

An announcement is made in the *Manitoba Gazette* to the effect that a charter of incorporation has been granted to Wood-Vallance, Limited, which has been incorporated for the purpose of acquiring the business now carried on in the city under the name of "Geo. G. Wood and Co.," wholesale and retail merchants The company is capitalised at one million dollars, and will continue to have its chief place of business at Winnipeg.

The official authorisation of the formation of the two new regiments for Winnipeg, the Highlanders and Grenadiers, has been received. Officers will be officially gazetted in the next *Gazette*. The work of organisation will now be proceeded with in earnest. The Highlanders will be 500 strong and the Grenadiers 400.

News of the Province.

Following their policy of building a chain of hotels at points along their system where rival railways compete for business, the Canadian Northern Railway has decided to erect a one-hundred room hotel at Brandon. The company is building a quarter million dollar structure at Port Arthur, and will also build at Saskatoon, Regina, and Edmonton. Among the concessions secured at Brandon are the closing of Home Avenue, one of the principal avenues, and exemption from taxation for twenty years.

One hundred Cree and Soto Indians, with heads bowed by the weight of years, took their seats at a feast at the Dynevor Hospital on the occasion of the annual dinner to the "Old Folks," at St. Peter's Reserve, three miles north of Selkirk. It is estimated that tere are more tanh 100 residents on the reserve who are over 70 years of age. By treaty the majority of the 1,200 Indians on the St. Peter's reserve decided to accept the Government offer of sixteen acres per capita, free and unencumbered, with the privilege of selling at their own pleasure. Many have already gone to the new reserve at Fisher River, between Lake Manitoba and Lake Winnipeg, 150 miles north. There they will farm and fish and live out their days, but the sentiment of the old reserve will be ever with them.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

Mr. Williams, the Mayor, has shown his confidence in the future of the greater Regina by buying at public auction the site and building of the old high school, opposite the city hall, paying $39,400 for the property. The site consists of Lots 1 to 6 inclusive, in Block 305, and it has a frontage of 125ft. on Eleventh Avenue, and 150ft. on Hamilton Street.

At a meeting of the Public Works Committee of the City Council a programme was mapped out involving the expenditure of $500,000 on public improvements during the coming year. The principal items are as follows: Trunk sewer, $363,000; pavements and sidewalks, $113,300; Albert Street subway, $50,000.

With subscriptions ranging from $1 to $600, the fund being raised by the Greater Regina Club for an aggressive publicity campaign during 1910 already totals $12,000. It is proposed to raise $25,000. The club will shortly appoint a Publicity Commissioner.

News of the Province.

The John Deere Plough Company, of Winnipeg, will begin a new $75,000 building in Saskatoon in March.

Another stepping-stone in the development of the West is marked by the entry of the Canadian Northern Telegraphs into Saskatoon, thus giving that important centre telegraphic competition for the first time in its history.

A social club has been established in Lloydminster, and reading-rooms, well supplied with magazines, books, and newspapers are already in operation.

The citizens of Darcy have formed a Board of Trade. Darcy is the next town west of Rosetown on the Goose Lake branch of the Canadian Northern Railway, and is surrounded with a fine district of good agricultural country.

Mr. J. C. Coe, a Saskatchewan farmer, visited Detroit recently and purchased thirty automobiles for farmer friends of the North-West. Mr. Coe is not an agent, but told his friends that he was going East, and they gave him orders, accompanied by bank drafts.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton.

The Canadian Pacific Railway has purchased a large section of the Hudson Bay Reserve land, which they intend utilising for extensive goods yards and the erection of engine sheds, car shops, and so on. This important transaction ensures Edmonton being made the permanent headquarters of the C.P.R., not only for this district, but for the great North-West. Capital to the amount of $5.000.000 has been subscribed to develop the Athabasca oil fields

The money by-law to provide the sum of $250,000 to be used for constructing the traffic, pedestrian, and street railway docks of the C.P.R. high-level bridge over the Saskatchewan River was endorsed by the ratepayers.

Mr. R. E. A. Leech, commissioner for the distribution of seed grain among settlers on the patented lands in this Province, has had an interview with the Hon. A. C. Rutherford (the Premier) and the Hon. Duncan Marshall to complete arrangements for the payment of $119.000 by the Province to the Dominion Government. The Provincial Government guaranteed payment of this amount, the farmers in turn signing promissory notes for the various amounts. The majority of the money has already been collected.

Plans for the Edmonton Exhibition of 1910 are now far advanced. The annual meeting of the directors of the association for the purpose of organisation was held in the Board of Trade offices almost four months ahead of the time the organisation meeting of the previous directorate was called. Sub-committees were appointed, which will all meet within the month for organisation work, and it is expected that the prize committee will have the prize list published inside of sixty days. The arts building or main building might be built in part this year. Plans would be called for from local architects on a competitive basis for the various buildings.

News of the Province.

Evidence of the marked progress and possibilities of Alberta comes in the announcement that during the past year grain marketing firms expended over $17.000.000 in the erection of 119 new elevators throughout the Province. These elevators provide fifty-six new towns with grain storage facilities, the total storage added during 1907 being 3,958.000 bushels. This Province now has 245 elevators, with a capacity of 8.050.400 bushels, which is practically equal to the capacity of the entire North-West territories in the season of 1904-1905. It is expected, however, that this year will eclipse the record of 1909, as plans are already being laid to add to the present terminal elevators at Calgary, and in addition elevator facilities must be provided in towns that are springing up along the new railroads that will reach that place this year.

Two of the largest land sales of last year in the Canadian Pacific irrigation block, southern Alberta, were recently closed by the Canadian Pacific Irrigation and Colonisation Company. The first was a sale of 14,000 acres to a syndicate of farmers from the State of Washington, and the second an area of 12,000 acres south of Basano, to George Lane, a well-known stockman, who has been grazing some 12.000 cattle in that district, and finds it necessary, owing to the rapidly extending settlement, to acquire land to enable him to carry on his ranching and farming operations.

The Calgary Board of Trade is agitating for the construction of a large new immigration hall.

Contracts for six new street cars have been awarded to Eastern firms by the Calgary commissioners.

The Edmonton-Strathcona Bridge,

As a result of a conference between Mr. Lee, the Mayor of Edmonton, and Mr. Duggan, the Mayor of Strathcona, over the question of Strathcona's contribution to the high-level bridge, Mr. Duggan has agreed to recommend to the Strathcona Council that a bye-law for $50.000 be submitted to the burgesses of the Southern city. The condition of this grant being given is the undertaking by Edmonton, upon the completion of the high-level bridge, to grant single fares from either city to the far end of the bridge, and two years after the completion to grant single-fare privileges throughout both cities.

Strathcona will see the commencement of construction on the new city post office during the ensuing year at a date not later than June. With the site already paid for and $15,000 included in the official estimates for the post-office, there is every indication that considerably more than the foundation will be constructed during the summer.

The Alberta and Great Waterways Railway has awarded to Dr. H. L. McInnis, of Edmonton, the contract for the supplying of bridge timber, culvert timber, fence posts, and ties for the new railway, reaching over a distance towards Fort McMurray of nearly two hundred miles, and touching the south shore of Lac la Biche. The cost of the material to the railway will be about $200,000.

The Southern Alberta Land Company has shut down operations in its immigration work for the winter, after a season's work marked by great activity, and involving an expenditure of $600,000.

BRITISH COLUMBIA.

Victoria.—The Canadian Government has arranged a scheme for a life-saving patrol on the Vancouver Island coast. Captain Murray, formerly of the ship *Antiope*, was appointed to take charge of four stations at Bamfield, Pechena, Uelulet, and Clayoquot, a motor lifeboat being on the way for Bamfield and surf lifeboats being placed at the other stations. Two Lysle guns have been supplied to the life-savers.

——Members of the Provincial Cabinet have declined to guarantee interest on bonds to the value of half a million dollars owned by a company formed for the purpose of building grain elevators on the Coast, preferably at Vancouver and New Westminster.

——The Board of Trade will take immediate steps to press the claims of Esquimalt on Messrs. Swan, Hunter, Richardson, and Co., of Newcastle-on-Tyne, who propose to build dry docks in Canada.

-The Victoria Sealing Company, at its annual meeting just held, decided, in view of an announcement received from Ottawa that negotiations are proceeding for a conference between Canada, the United States, Russia, and Japan, not to send out any of its schooners this year.

Mr. E. McGaffey, the secretary of the Victoria branch of the Vancouver Island and Development League, is almost daily in receipt of inquiries as to whether literature advertising this city and the resources and attractions of the island is available for sending to private addresses.

——The first practical test of the new auxiliary steam plant recently installed by the B.C. Electric Company was given a short time ago, when it was suddenly requisitioned, because of the shutting off of power consequent on the repairs being made on the E. and N. in the vicinity of the Silica Brick Works. The power was off for four hours, and during that period the steam plant worked with every satisfaction.

——Messrs. W. Manson, M.P.P., of Prince Rupert, H. H. Clarke, and J. J. Sloan, of the same city, have been visiting Victoria for the purpose of interesting the Provincial Government in the matter of providing an electric lighting plant at Prince Rupert. Until a few weeks ago the new city had a lighting system supplied from the sawmill at Seal Harbour, on the outskirts of the place. A fire destroyed the mill, and with it the heart of the electric lighting system. Since that time the residents of Prince Rupert have had to rely upon coal oil as an illuminator.

Vancouver.—The American fishing schooner *Charles Levi Woodbury*, captured by the Government cutter *Kestrel* fishing within the three mile limit off the North Coast of Vancouver Island, has been condemned to forfeiture in the Exchequer Court by Mr. Justice Martin.

New halibut banks have been discovered in the open ocean west of Graham Island, and for the first time fish have been caught so far from the mainland.

The report of the operations of the British Columbia Copper Company for the month of December last shows a large increase in profits, accompanied by a marked decrease in the cost of production. The profits are $54.000, as compared with $38.000 in the previous month. The cost of producing copper was 7.35 cents per pound, as against 8.8 cents.

——Messrs. C. C. Moore and Co., of New York, Seattle, and San Francisco, were the successful tenderers for the contract to construct the auxiliary steam plant of the British Columbia Electric Railway, at the rear of the company's barns at the corner of Barnard Street and Westminster Avenue. The contract for the two 3.000-h.p. Parsons turbo-electric generators has been let to the Allis-Chalmers-Bulloch Company, of Milwaukee, Wis., U.S.A.

The British Columbia Packers' Association has bought in Liverpool the fishing steamer *Roman* for service in the halibut fisheries on this coast, and she has sailed from that port for Vancouver. She is expected to arrive in from seventy-five to eighty-five days viâ the Straits of Magellan.

A new club house costing $10.000 -quarters that may be utilised by both the yacht and rowing organisations -is planned by the members of the Vancouver Yacht Club, to replace the building recently destroyed by fire.

Prince Rupert. The Government docks being built at Prince Rupert are 80 ft. by 600 ft. In addition to this great public work, a large hospital is being built and a public school building to cost $30.000.

Kamloops. The addition that the town of Kamloops is making to its lighting plant will give it the largest and most complete lighting system in the interior of British Columbia, with one exception, that of Nelson.

Taghum. -A magnificent golden eagle, with a spread of over 6ft. from tip to tip, was shot at Taghum recently by a rancher.

Lake Buntzen. The new electrical unit at the Lake Buntzen generating plant of the British Columbia Electric Railway Company work on the installation of which has been in progress for over a year is now partially in service. The capacity of the unit is 10,500 h.p., but as the governors of the equipment have not been received and the final test at full power cannot yet be made, the equipment is now giving only 8,000 h.p. The unit makes the fifth equipment of its kind at the Lake Buntzen plant, bringing the total horse-power of the station up to 32,000.

WELCOME HOME!

FESTIVAL OF EMPIRE

AND

Pageant of London.

TO BE HELD AT

THE CRYSTAL PALACE MAY—JUNE—JULY.

A CORDIAL invitation is extended to every CANADIAN to visit and take part in the Festival of Empire, to be held at the Crystal Palace from May 24 to July 16.

The Festival is to be a great social gathering, and, in the Palace itself, all the Overseas States will be represented in a number of special Courts.

CANADA is Britain's greatest and nearest Overseas Dominion, and in this Festival of Empire she will play an important part.

A special section of the Exhibition will be devoted to

CANADIAN ART,

and here, it is hoped, the works of CANADA'S greatest living artists will find a place. It is intended to make this section as representative as possible of all that is best and most hopeful in the art-world of the Dominion of to-day, and to this end the Editor of "CANADA" has consented to assist in the collection of all pictures. Intending exhibitors are invited to address "CANADA'S" resident representative, Mr. Frank W. Gardner, "CANADA" Offices, Aberdeen Chambers, Victoria Street, Toronto, for all particulars.

A GRAND CANADIAN CONCERT will be held during the second week.

The Central feature of the Festival will be:

The Pageant of London: Heart of the Empire.

Produced by Mr. FRANK LASCELLES.

No fewer than

15,000 PERFORMERS.

will present this great Pageant, and a Special CANADIAN Contingent will take part in the final scenes.

The Grand Finale will represent the Mother Welcoming Her Children.

NEW ISSUE.

The Lists will CLOSE for Cash Applications on or before THURSDAY, January 20, and for Conversion Applications on THURSDAY, January 27.

GOVERNMENT OF THE DOMINION OF CANADA.

Issue of £4,000,000 3½ per cent. Stock.

Redeemable at par in London July 1, 1950, with option to the Government to redeem at par on or after July 1, 1930, on giving six months' notice.

Interest payable January 1 and July 1.

Six months' Interest payable July 1, 1910

PRICE OF ISSUE, £99 PER CENT.

Holders of the £3,646,527 outstanding 4 per cent. 1910-1935 Bonds and Stock (in respect of which the Government has given notice of redemption on July 1, 1910) can exchange for an equivalent amount of this Stock on the terms stated below, and applications from such holders will receive preferential allotment.

The Government of the Dominion of Canada having complied with the requirements of the Colonial Stock Act, 1900, Trustees are empowered, subject to the restrictions set forth in the Trustee Act, 1893, to invest in this Stock.

THE BANK OF MONTREAL, the Financial Agents of the Government of the Dominion of Canada, is authorised by the Minister of Finance to offer the above Stock for subscription at 99 per cent. payable in respect of cash applications as follows:—

£ 5 per cent. on Application.
£14 per cent. on February 1, 1910.
£30 per cent. on March 1, 1910.
£50 per cent. on April 1, 1910.

£99

Payment in full may be made on or after February 1 under discount at the rate of 3 per cent. per annum.

The issue is made under the authority of Chapter 23 of the Statutes of Canada, 1909, to provide for the redemption on July 1 next of the 4 per cent. 1910-1935 loan.

The Government of the Dominion of Canada will provide a Sinking Fund of ½ per cent. per annum in respect of this stock.

Holders of 4 per cent. 1910-1935 Bonds and Stock should apply on the prescribed form, lodging it and their Bonds (with the coupon due July 1, 1910, attached) or Stock Certificates at the Bank of Montreal, and they will receive in exchange an equivalent amount of 3½ per cent. Stock and an immediate cash payment of £1 18s. 8d. per cent., being £1 per cent., the difference between the par value of the 1910-1935 Bonds and Stock and issue price of the new Stock, and £2 per cent. for interest due July 1, 1910, less £1 1s. 4d. per cent. for interest on the instalments to that date (less Income Tax). Receipts will be given for Bonds and Stock Certificates, which in due course, will be exchangeable for Definitive Stock Certificates.

Cash applications for £10 and multiples thereof should be lodged, with a deposit of £5 per cent. on the amount applied for, at the Bank of Montreal, 47 Threadneedle Street, London, E.C.

Scrip Certificates to bearer in respect of cash applications will be issued against Allotment Letters, and, when fully paid, will be exchangeable for Definitive Stock Certificates.

Interest will be paid by the Bank of Montreal, London, on January 1 and July 1 (a full six months' interest being payable on July 1, 1910) by means of warrants, which will be sent by post to the registered holders at the holder's risk. In joint accounts, the warrants will, in the absence of contrary instructions, be made payable and forwarded to the first-named holder.

The Stock will be registered and transferable in any amount by deed, free of stamp duty, at the Bank of Montreal, London, at which Bank the principal will be payable.

The revenues of the Dominion of Canada alone are liable in respect of this Stock and the Dividends thereon, and the Consolidated Fund of the United Kingdom and the Commissioners of His Majesty's Treasury are not directly or indirectly liable or responsible for the payment of the Stock or of the Dividends thereon or for any matter relating thereto.—(Colonial Stock Acts, 1877 to 1900).

Stock Certificates to bearer, with coupons for the half-yearly dividends attached, will be obtainable in exchange for Registered Stock at the Bank of Montreal on payment of the prescribed fees, and such Certificates can be re-registered as Stock at the will of the holder.

A copy of the above-mentioned Act may be inspected at the Office of Messrs. Bischoff and Co., 4, Great Winchester Street, London, E.C.

In the case of partial allotment, the surplus deposit will be applied towards payment of the amount due February 1, and failure to pay any instalment when due will render previous payments liable to forfeiture.

Prospectuses and Forms of Application may be obtained from the Bank of Montreal, 47, Threadneedle Street, London, E.C., or of Messrs. R. Nivison and Co., Bank Buildings, Princes Street, London, E.C.

London, January 15, 1910.

COMPANY MEETING.

LE ROI MINING COMPANY, Ltd.

The annual general meeting of the Le Roi Mining Co. was held on Tuesday, at Salisbury House, Mr. T. D. Grimké-Drayton, the chairman, presiding. In moving the adoption of the report and accounts, the Chairman said:

"From the report and accounts you will see that, after deducting the sum of £34,026 8s. 9d., on account of exploration and development work, depreciation at mine and smelter, and other items, the operations for the year resulted in a net loss of £9,701 14s. 1d. This is, of course, very disappointing, but I have no hesitation in saying that it is unavoidable. The absence of profits is to be attributed entirely to the lack of any considerable bodies of payable ore. At our meeting last year you will remember that I told you we had discovered some rich ore in the 1,650ft. level—the bottom level of the mine. For three or four months work done on this ore body indicated that it was likely to develop into a large and very valuable asset. Unfortunately the rich ore found on this level, which was of considerable size, was not found on the winze level below, nor on the level above. In carrying on our work we came across large quantities of ore too low in value to handle. Under the circumstances it soon became evident that a great deal more work must be done to ascertain if the extension of the rich ore found on the 1,650ft. level could be discovered on other levels; or if, by means of diamond drilling, payable ore could be found at greater depth in the mine. To carry out an exploration and development scheme of such magnitude necessarily involved very careful consideration. Mr. Carlyle, our consulting engineer, than whom we could not have a better man, went out to Rossland last winter and spent some weeks there looking thoroughly into everything on the spot, both above and below ground. Mr. Carlyle, as you were advised at the time, recommended that work should be suspended at the mine and smelter for a time until a large scheme of exploration work could be decided upon, and the necessary arrangements made to carry out the same. Mr. McMillan was also at the mine, and after these gentlemen had thoroughly looked into the matter, along with the other officials at Rossland, they agreed in recommending the very comprehensive scheme of exploration and development which is at the present moment being carried out. The work involves, not only a large amount of diamond drilling on the lowest levels of the mine, but also arranges for thoroughly testing the property by means of the diamond drill for a depth of about 1,000ft. below the 1,650ft. level. In addition to this, a good deal of work has been, and is being done by means of diamond drilling, and by drifts and crosscuts in other parts of the property. What the final outcome of this development work may be we cannot at present state, but if any considerable bodies of payable ore exist in the mine, we are pretty sure to find them by means of the work we are now carrying out.

"The future depends upon the discovery and opening up of important bodies of pay ore. If we find these there will be no difficulty in making profits. No one has a greater interest than your directors in achieving satisfactory results, and you may depend upon it that everything that can be done is being done in your interest."

The report and accounts were adopted.

* * *

GROWTH OF CANADIAN COMPANIES.

Expansion in Recent Years.

The development and business activity of Canada of recent years is strikingly illustrated by the growth of company promotion and the increases made in the capitals of corporations in the Dominion. According to *The Monetary Times*, of Toronto, during the year 1900, the authorised capital of new companies chartered by the Dominion Government was $9,558,900. In 1906 this figure had grown to $180,173,075, an increase in six years of $170,614,175, or 1,773 per cent. That year, it will be remembered, was one of great business activity and prosperity. During the last fiscal year the number of companies to whom charters were issued by the Dominion Government was 366, their total authorised capitalisation being $121,624,875, an increase in nine years of $112,065,975, or 1,172 per cent. These figures show a decrease from those of 1906 of $58,550,200, or 32.5 per cent.

The following table gives the record of the authorised capital of new companies for several years:—

Year.	$
1900	9,558,900
1901	7,662,552
1902	51,182,850
1903	83,405,340
1904	80,597,752
1905	99,910,900
1906	180,173,075
1907	132,686,300
1908 (first 3 months only)	13,299,000
1908-9 (fiscal year)	121,624,875
	780,101,544

In addition to the above total, the capitalisation of existing companies was increased during the fiscal year by $72,293,000, more than double that of the largest previous year, and within about $11,000,000 of the entire additional capitalisation of the old companies in the last nine years from 1900.

The following is the record of the increased capital of existing companies:—

Year.	$
1900	3,751,000
1901	3,420,000
1902	[illegible]
1903	5,854,520
1904	[illegible]
1905	[illegible]
1906	32,407,000
1907	[illegible]
1908 (first 3 months only)	[illegible]
1908-9 (fiscal year)	72,293,000
	155,384,420

Apart from the undesirable feature of stock watering, which, it is hoped, does not represent a large proportion of the $72,000,000, that sum probably indicates increased activity on the part of firms already established.

Ottawa Electric Railway.—The directors have declared a regular quarterly dividend of 2½ per cent., and a bonus of 2 per cent., making 12 per cent. for the year.

Lake Superior Corporation.—The approximate earnings of the subsidiary companies are as follows:—Gross earnings for five months to November 30, 1909, $3,938,215, against $2,874,158 for the corresponding period 1908. Net earnings for five months ending November 30, 1909, $729,408, against $395,455 for the corresponding period of 1908. Surplus available for interest on first mortgage bonds, depreciation, and renewals is $643,522 in the five months of 1909, against $327,177 in 1908.

Monterey Railway, Light, and Power Co.—The British Empire Trust Co., Ltd., notify that the Five per Cent. First Mortgage Debenture stock registers will be closed against transfers to January 31 for the preparation of warrants for interest for the half-year to February 1, 1910.

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

The reviews of trade and finance which are now appearing all indicate the material recovery in general conditions which has taken place during the past year. Both here and at Montreal trading has been largely in excess of 1908, and this increased activity is interpreted as an indication that "an era of marked expansion is in store for the Stock Exchanges" during the year which has just opened. The general level of prices at the end of the year was higher all round than at the close of 1908, and in many cases these advances have been of a remarkable character, notably in the Iron and Coal issues, which have materially benefited from the improved condition of the Steel industry both here and in the United States, and also, of course, from the termination of the litigation between the Dominion Iron and Steel and Coal companies in the early part of 1909.

A Long List of Important Advances.

A glance at some of the changes is instructive. Dominion Steel is up 51, the Preferred 66, Coal Common 35, Nova Scotia Steel 12. In the Milling Companies, the most remarkable movement is in Lake of the Woods, which is up no less than 45½, and Ogilvie are 26 higher. Laurentide Paper has been another feature, the advance here being as much as 15. Mackay advanced 16, Montreal Cotton, 10, Textile Common 4, Bell Telephone 8, Canadian Rubber 21. There are big advances in the stocks of the Street Railway Companies: Toronto 20, Montreal 18, Winnipeg 16, Rio de Janerio is up 12, and Richelieu and Ontario Navigation 15. The most noticeable advance in Bank stocks is in Commerce, which, on the expectations of an increased dividend, have risen some 15 points, but large gains are also shown by Merchants, Montreal and Union. The average yield on a representative list of general stocks, excluding banks and bond issues, at the end of the year was 5.88 per cent. In the bond list the advances have, of course, not been so large, but gains of from 2 to 5 are quite a common thing. A large business has been transacted in Cobalt stocks during the year owing to the remarkable progress made by this district, but several of the leading issues sustained heavy falls, La Rose being prominent in this respect.

The Milling Industry.

So much has been heard of late about the prospects of the milling industry that Mr. Meighen's views are very appropriate. Dealing with the past year's results, which have been very satisfactory, Mr. Meighen, who in his position of president and managing-director of the Lake of the Woods Milling Company speaks with authority, says that it must not be forgotten that the industry has had the benefit of very favourable world's market conditions, which was, of course, an important factor in enabling the milling industry to realise such handsome profits. He does not look forward to such phenomenal earnings to continue, as competition in the foreign as well as in the domestic market is becoming keener each year.

A Waiting Policy.

Whilst admitting that most of the business is confined to Canada, the export business being put through on a small margin, Mr. Meighen recognises that if Tariff Reform is carried in Great Britain—and he believes it will in the near future—it will shut out the importation of flour, and although probably the Colonial flour would get a preference, it would deprive the Canadian miller of that great consuming market and build up the milling industry in the Mother Country. Mr. Meighen would hesitate before advising his company to increase its milling plant until they were satisfied as to the future fiscal policy of their best customer for their exportable surplus, viz., Great Britain.

City of Calgary.—The Bank of Montreal announce that the allotment letters for the issue of £325,400 Sterling Four and a Half per Cent. Debentures of £100 each have been posted.

THE LONDON MARKET.

LONDON, WEDNESDAY.

The Stock Exchange prior to the week end was in a very "bullish" humour, owing to increasing confidence of a Unionist success at the polls. Prices advanced determinedly, only Americans proving an exception to the forward tendency. On Monday, however, the "House" opened in a depressed mood, because the trend of election developments was not so satisfactory as had been anticipated, and though sentiment is now better, and prices seem disposed to throw off political influences, the possibility of an early reintroduction of the Budget has caused a general deterioration of the undertone. Consols have come down sharply, and Home Rails have reacted, although dividend announcements have commenced most auspiciously.

Among Canadian securities there has not been a great deal of business to report. As regards Canadian Three and a Half per Cents., the quotation has been marked back a point on the appearance of the new £4,000,000 Canadian Three and a Half per Cent. loan. Winnipeg Four per Cent. Debentures have been a firm feature, and show a rise of 3½ at 104½, while Toronto Three and a Half per Cent. Debentures have added a point. The Railway section has been inevitably affected by the weakness and unsettlement of Americans. In the Land share section Hudson's Bays, though under their best, are 1½ higher on balance on a fair volume of real buying. Southern Albertas and Western Canada Lands have each yielded 1s. Canadian General Electrics have added 1½, Ogilvie Flour Mills Common has shed 1, and Canada Cements are as much as 4 weaker. Shawinigan Water Bonds are 2 up. Changes among South American tractions have been irregular. On Monday the proposed Asbestos Amalgamation comes up for consideration, and Bell's Asbestos shares have weakened.

◆

ISSUE OF "EMPIRE CONSOLS."

As will be seen by reference to our Investment columns, the Bank of Montreal is authorised by the Minister of Finance to offer for subscription £4,000,000 of Canadian Government Three and a Half per Cent. Stock at 99 per cent. The loan is redeemable at par on July 1, 1950, with the option to the Government to pay it off on or after July 1, 1930. Holders of the four per cent. bonds falling due on July 1 next can exchange for an equivalent amount of the new stock, with a cash payment of £1 18s. 8d. and £2 per cent. for interest due July 1, less £1 1s. 4d. per cent. for interest on instalments to that date.

A feature of the issue is the suggestion of the *Financial News* that such securities should in future be dignified by the name of "Empire Consols." The suggestion is admirable, and is not made a moment too soon.

Hudson's Bay Developments.—The information given in our issue of January 8, with regard to important developments in connection with the Hudson's Bay Company, have been quickly justified. In commenting on the rumours which have been in circulation, the *Financial News* says:—"It is now being taken for granted that the management of the Hudson's Bay Company is to be re-fused with new life. New directors representing important Canadian and American interests are expected to be appointed, while as regards the organisation of a 'trading department' it is understood that the valuable advice of the manager of Harrod's Stores has been taken. It is quite the 'psychological moment.'"

Temiscouata Railway Bondholders' Committee, Ltd.—Particulars of the traffic receipts and operating expenses (approximate) of the Temiscouata Railway for the month ending November 30, 1909, received from the head office:—Traffic receipts, $28,253.93; operating expenses, $21,871.99.

A company, to be known as the Dominion Motors Company, Ltd., has been organised at Windsor, Ontario, and will shortly commence the manufacture of automobiles. American capitalists from Detroit are supporting the undertaking.

THE
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Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.

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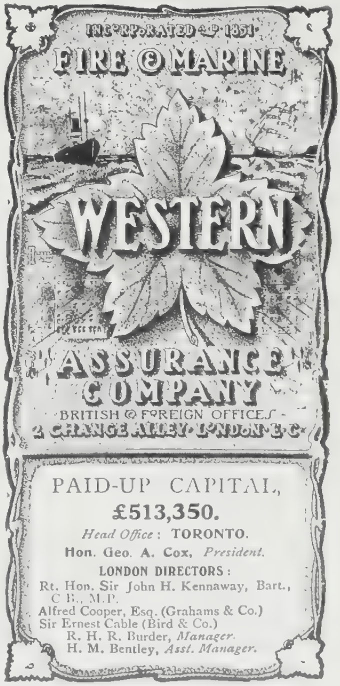
President ... ... K. W. BLACKWELL
(Director Merchants' Bank of Canada, Vice-President Montreal Street Ry. Co.)
Vice-President ... ... J. P. BLACK
(Director Dominion Textile Co.)
JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
A. J. NESBITT, Man. Director.

Montreal, Canada.


INCORPORATED A.D. 1851
FIRE & MARINE
WESTERN
ASSURANCE COMPANY
BRITISH & FOREIGN OFFICES
2 CHANGE ALLEY · LONDON · E.C.

PAID-UP CAPITAL,
£513,350.
Head Office: TORONTO.
Hon. Geo. A. Cox, *President.*
LONDON DIRECTORS:
Rt. Hon. Sir John H. Kennaway, Bart., C.B., M.P.
Alfred Cooper, Esq. (Grahams & Co.)
Sir Ernest Cable (Bird & Co.)
R. H. R. Burder, *Manager.*
H. M. Bentley, *Asst. Manager.*

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908 High	1908 Low	1909 High	1909 Low	1910 Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3 %	97	94	94½	91	92½.91½
„ 3½ % Reg.... ...	102	98½	101	97	101.100
„ 3½ % Bonds ...	102	100¾	103½	100	101½.100½xd
Alberta, 1938	Iss.	1909	102	99	102.101
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4 % B'ds, 1947	102	98	04	100	102.100
Nova Scotia, 3½ %.. ...	95	90	96	92	94.93
Ontario (Pr.) 3½ %... ...	93	91	97	92½	95.94
Quebec (Pr.) 3 %	85½	81	87	83	85½.84½
Saskatchewan 4 %, 1919	Iss.	1908	103	99½	102.101
Calgary (C.) 4½ % Debs.	104	98½	106	100	106.104
Edmonton 4 %, 1915-47 ...	108	103⅝	109	105	106.104
Hamilt'n (C.) 4% Deb. 1934	102	98	103	99	102.100
Montreal (C.) 4% Deb. 1932	107	99	106	102	106.104
Ottawa 4½ %, 1913... ...	104	100	105	100	103.101
Quebec (C.) 4 % Debs. ...	103	99	104	100	102.100
Regina (C.) 5 %. 1923-38	107	101	109	105	108.106
St. John, N.B. 4 %, 1934	103	97	103	99	102.100
Saskatoon (C.) 5 %, 1938	105¾	101	107	102	107.105
Sherbrooke (C.) 4½ % Deb., 1933	—	—	105	101	104.102
Toronto (C.) 4% Stg. Bds.	103	99	106	99	102.100
Vancouver (C.) 4 % Deb., 1947-8	101½	99	104	99	103½.102½
Victoria (C.) 4 % Debs., 1933-58	99½	98½	102½	99	102½.101½
Winnipeg (C) 4 % Deb. ...	103	97	104	99	102.100
BANKS.					
B. N. A.	147	141	155	148½	154.152
*Commerce	171	155¾	194	171½	208.207
Dominion...	225	221½	242	240	245.244
Imperial	218½	218½	228¾	226½	235.232
*Merchants	166	151	170	160	172.171
*Molsons	207	195	211	199¾	208.206
Montreal	250	228	251¾	245	265.263
*Ottawa	208	200	213	210	210
*Royal	233	211	233	212	226.224
*Toronto	220½	204¾	227	210½	220 217
INDUSTRIALS.					
Bell Telephone	143	115	150	138	151.149
Canadian Car Co.	Iss.	1909	—	—	68½.67½
Canada Cement Com. ...	Iss.	1909	—	—	27.26½
„ „ Pref. ..	Iss.	1909	—	—	89½.88½
*Canadian Col. Cot. M....	50½	47½	63	47½	61.58
Canadian G. El. C. ...	108½	86½	127	106½	123.121
*Canadian Marconi ..	1.70	1.50	—	—	—
*Consumers Gas	198	182	—	—	206.204
*Crow's Nest Pass Coal...	130	120	—	—	75
Dominion Coal Com. ...	70½	37	93¾	43	92.91
* „ „ Pref ...	112	85	119	96	120.117
Dominion I. & S. Com.	25	12½	72⅝	19	73.72
„ „ „ Pref.	66½	36	138	69⅞	141.139
*Dominion Textile Com.	47	42	79½	57½	71.70
* „ „ Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	—	—	—
Halifax Electric	104½	87½	122	106½	128.127
Internat. Coal & Coke...	79½	60	—	—	83.82
*Internat. Portland Cem.	122	106⅝	—	—	175
*Lake of the Woods Com.	98¾	71	145½	97½	148.146
* „ „ „ Pref.	119	103	128	118	128
*Laurentide Paper Com	112	93	130	112	130
* „ „ Pref.	118	101½	131½	112½	130
Mackay Co.'s. Com. ...	77⅞	51½	95	70½	93.92
„ „ Pref. ..	71	59¾	77	69	81.78
Mexican L. & P. Com.	79½	45⅛	89	62	68½.67½xd
„ „ Pref.	108½	99	107½	103¾	101½.100½
Mexico Tram	139	68½	150½	123½	127.126
*Montreal Cotton	125	105	131	117	130.128
Montreal L. H. & P. ...	113⅜	85	129½	100	140.136
*Montreal Steel Com. ...	83½	60	104	68	104.103
* „ „ Pref. ..	112	92	117	100	118.115
Montreal Street	204½	170½	220	203	226.225
*Montreal Tele...	148	135	159¾	135	150.146
*Northern Nav.	100½	83	—	—	125.122
N. S. Steel & Coal Com.	62	43	84	54½	76.75
* „ „ „ Pref.	119	108½	112	114	118
Ogilvie Flour Com... ..	116	102½	141½	112	144.142
„ „ Pref... ...	130	114	128	118½	128.125
*Penman's Ltd. Com. ...	50	29¾	60	42	59.57
* „ „ Pref. ...	132½	72½	93½	83	85
Richelieu & Ont. N. ..	78	62	92½	97	98.96
Rio de Janeiro T... ...	82	29½	107	87	92½.92
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Nav.	126½	109½	—	—	120
Sao Paulo	157	113	163	148½	153.152
Shawinigan W. & P. ...	61	55	105	80½	103.102
*Toronto Electric Light...	—	—	—	—	120.118
Toronto Ry.	115½	94	127½	107¾	132.129
Winnipeg Elec.	171½	123½	190½	156½	187.186
W. Kootenay Power Bds	—	—	—	—	110.108
RAILWAYS.					
Alberta Ry.	114	82	137	118	145.140
„ 5 % Deb. ...	103	89	107	102	106.104
Can. North. 4% Perp. Deb	96½	89	98	90	95½.91½
C. P. R.	180	143	191	170½	185½.184½
Dominion Atl. Ord. ..	18	12	17	12	18.15
„ „ 5 % Pref	41	40	47	40	43.38
Gd. Trunk Pac. 3% 1st M.	86¾	83½	88½	82	83½.82½xd
„ „ 4% Bds. "A"	100½	91½	97½	91	96.94
Grand Trunk	23⅝	14½	25	18½	20 11/16.20 9/16
„ 4 Guar. ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
„ 1st Pref. ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
„ 2nd Pref. ..	109	80½	96	95½	93½.92¾
„ 3rd Pref. ...	61½	39½	60	44	52.51⅞
Minn. St. P. & S.S.M. Co.	138½	85	150	137	140.137
„ „ „ Pref.	155	143	168	151	157.153
Quebec Cent. N. Inc. ...	118½	110½	115	108	113.111
Quebec & L. St. John Inc.	30	22	26	14	—
White Pass	5½	4½	5½	3½	4½.4
„ „ 5 % 1st Inc.	101	97	105	98	102.100
„ „ 6 % Deb. ...	97	93	100	92	96.94

	1908. High	1908. Low	1909. High	1909. Low	1910. Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	—	—	152.148
*Canada Perm. Mort. ...	120¾	111½	—	—	160
*Canadian Savings & Loan	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	179
*Dom. Savings & Invest.	—	—	—	—	71½
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	—	—	110
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	—	—	200
*Toronto General Trusts	150	143	—	—	165
*Toronto Mortgage ...	107	104	—	—	128
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ...	45/-	32/6	47/6	42/6	47/6.45/-
Canada N.W.L.	$113	$65	$110	$95	$105.95
Hudson's Bay	92	73	99	75	105.103
S. Alberta	1 5/16	9/16	1 13/16	1 1/16	1 13/16.1 11/16
Western Canada... ...	1 7/16	15/16	1⅛	1	1 7/16.1 5/16
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	105
*Canadian Col. Cot. ...	100	92	100	95	100.99
Canadian Iron Corp. ...	Iss.	1908	103	94	101¾.100¾
Dominion Coal	94	87	98½	90	102.101
*Dominion Cotton... ...	98½	91	105	99	105.103
Dominion Iron & Steel	80½	70½	97½	77½	98¼.97¼
*Dominion Textile "A"	98	80½	98½	91½	96.95
* „ „ "B"	97	83½	100	92	100.99
* „ „ "C"	96¾	82	100	90	96.95
* „ „ "D"	98	85	104	93	100.99
Electrical Devel. of Ont.	88	70	90	81	85.84
*Lake of the Woods Co.	117½	102½	112	104	113.112
Lake Superior Co. ...	Iss.	1909	90½	88	91½.90⅝
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73¾	87⅛	79	81½.80
Mexican L. & P.... ...	90	80⅛	90	80	88¾.88¼
Montreal L., H., & P...	101	91½	100½	98⅛	100.99
*Montreal Street	100	95½	102½	99½	100.99
*N.S. Steel & Coal 1st M.	110	103	—	—	109.108
* „ „ „ Consols	103½	99	—	—	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112½
„ „ 1st M. "B"	—	—	—	—	112½
Rio de Janeiro 1st Mort.	92½	72	98½	90	94½.94
Sao Paulo	97	90¾	105	90½	102⅛.101½
Winnipeg	106	99	106	102¾	105.101
W. Canada Flour Mills	Iss.	1908	107	98	108.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on January 7:—

	Issued Capital.	Par Value	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$3.00	2.60
Chambers-Ferland... ...	2,311,000	1.00	.42	.41½
Cobalt Central	4,761,500	1.00	.22½	.20¾
Cobalt Lake...	3,930-866	1.00	.14½	.14
Silver Queen	1,500,000	1.00	.23	.22
Coniagas	4,000,000	5.00	6.00	5.25
Foster-Cobalt	915,518	1.00	.32	.30
Green Meehan	1,500,000	1.00	.13	.11
Kerr Lake	3,000,000	5.00	10.36	10.35
McKinley-Darragh ...	2,246,937	1.00	83	.81¾
Nova Scotia	1,900,000	1.00	.50	.46¾
Peterson Lake	2,561,820	1.00	.24	.23⅜
Right of Way	499,518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.13½	.13
Temiskaming	2,500,000	1.00	.70½	.69¾
Trethewey	945.450	1.00	1.46	1.45
Nipissing	6,000,000	5.00	10.45	10.38
	Nom. cap.			
La Rose	7,500,000	5.00	4.95	4.88
Watts	1,000,000	1.00	.18	.15
Crown Reserve	2,000,000	1.00	4.08	4.00
Little Nipissing	1,000,000	1.00	23½	.23½

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending Jan. 14.	Compared with Corresponding Seven Days Last Year. Increase.	Decrease.
Canadian Pacific	$1,342,000	$372 000	—
Grand Trunk	£113,762	£12,019	—
Canada Atlantic	£6,374	£1,022	—
Grand Trunk Western ..	£21,508	£2,156	—
Detroit Grand Haven..	£7,334	£1,202	—
Mexican	$139,800	$5,100	—
Quebec Central	$12,409	$458	—
Canadian Northern......	$185,700	$68,500	—

British Columbia Electric Rly. Co., Ltd.
On 31st January next, a Dividend at the rate of 5 per cent. per annum will be paid on the 5 per cent. Non Cumulative Preferred Ordinary stock for the half year ended 31st December, 1909, together with an additional dividend at the rate of 1 per cent. per annum for the same period. The Stock Registers will be closed to 31st January, 1910.

PUBLIC NOTICE.

ALASKA GOLDFIELDS, LIMITED.
NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of this Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

By Order of the Board,
(Signed) WILFRID GRIFFITHS, Secretary.
165, Fenchurch Street, E.C.,
January 10th, 1910.

FOUR PER CENT. DEBENTURES.
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY.
Subscribed Capital. £513,608. Paid-up Capital, £308,219.
Reserve Fund, £236,301. Total Assets, £1,673,319.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain,
144, St. Vincent Street, Glasgow.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 98.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C. H. RICHES, Canada Life Building.

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY — FINANCIAL.
Cobalts a Specialty. OTTAWA, Canada.

THE BANK OF TORONTO.
Head Office—TORONTO, CANADA.
Capital $4,000,000
Reserve Fund $4,500,000
76 Branches throughout Canada.
London Agents:—The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876).

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
„ (East)
„ (South)
Canora
Carman
Carmangay
Claresholm
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—Bank of Scotland *Agents in Ireland*—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - -	£1,000,000
RESERVE FUND - - -	500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island, Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
„ Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
„ Market Square.
„ Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
„ St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
„ St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
„ Union St.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
„ King and Dufferin Sts.
„ Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver. B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,980,000
Reserve Fund and Undivided Profits	5 280,000
Deposits by the Public	42,600,000
Total Assets	57,300,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.*
EVAN A. BEGG, *Chief Inspector.*

THE BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents ... PARR'S BANK, LIMITED.

BANK OF MONTREAL.

EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  and one Sub-Branch.
HAMILTON, Ont.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Moncton, N.B.
MONTREAL, Que.,
  and nine Sub-Branches.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
  and two Sub-Branches.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
  and two Sub-Branches.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.
TORONTO, Ont.,
  and five Sub-Branches.
Trenton, Ont.
Tweed, Ont.
VANCOUVER, B.C.,
  and one Sub-Branch.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.,
  and two Sub-Branches.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK,
  31, Pine Street.
CHICAGO,
  Cor: La Salle and Monroe Street.
SPOKANE,
  State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.

BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank.
PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq.,
F. WILLIAMS TAYLOR. *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up	**£719,178**	**- $3,500,000**
Reserve Fund	**£719,178**	**- $3,500,000**

Head Office, Montreal.

63 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $4,700,000 RESERVE - $5,400,000

Head Office - - - MONTREAL.

100 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,602,157 (£945,650)

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, KT., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale (sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
  ,, Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
  ,, 1255 St. Catherine St. E.
  ,, 320 St. Catherine St. W.
  ,, 1330 St. Lawrence Boul.
  ,, Town of St. Louis
Beauharnois
Lachine
Quebec
  ,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Acme (Tapscot,
Botha (sub)(P.O.)
Calgary
Camrose
Carstairs
Castor (Williston,
Daysland [P.O.)
Edmonton
  ,, Namayo Ave.
Killam Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield Trochu
Vegreville
Viking (Meighen)
Wainwright
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain— ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 139 Branches of THE MERCHANTS' BANK OF CANADA

Banking, Insurance and Finance.

Canada and the Elections. The heartiest congratulations of the City have been accorded to Major Coates this week on his splendid victory at Lewisham. Major Coates may be regarded as Canada's financial representative in the Imperial Parliament, his most recent service to the Dominion being his successful efforts to secure the exemption of Colonial Government and Municipal issues from the increase in the stamp duty imposed by the Budget. Mr. I. H. Benn, the senior partner in Messrs. Price and Peirce, and largely connected with Canadian affairs, was successful in wresting a seat from the Radicals at Greenwich, and although Mr. A. S. Benn was not able to defeat the doughty representative of Battersea, he lowered Mr. John Burns' majority from 1,600 to 555.

* * *

Quebec and Lake St. John Meeting. Last Friday were held the meetings of the Prior Lien, First Mortgage, and Income bondholders of the unfortunate Quebec and Lake St. John Railway Company. As we anticipated, the various classes of bondholders were not disposed to favourably consider the proposals of the Canadian Northern Railway. And, in the absence of much fuller information than was available, no one could have expected them to have done otherwise. To ask the Prior Lien bondholders to accept an absolutely different security, and the First Mortgage and Income bondholders to submit to a drastic scaling down in the nominal amount of the bonds, without being afforded any reliable information as to the present position of the road, was to court failure. A great deal of plain speaking was forthcoming, and the action of the trustees was sharply criticised, although in this connection it should not be overlooked that the latter could not interfere in the affairs of the company until the latter actually went into default. In the end—although the form in which it was proposed was said by the Canadian Northern Railway Company's solicitor to mean the withdrawal of the proposals put forward by his clients—identical resolutions were adopted by the three classes of bondholders, appointing committees to represent the interests of each and investigate the affairs of the company, and report to the bondholders, later on, the date by which the C.N.R.'s proposals were to be accepted or rejected, or to be extended in order to enable this to be done. We presume that the board of the C.N.R. will not stick out for a mere technicality in the terms of the resolution, and that the committees will promptly proceed to ascertain the actual condition of affairs. For that the position is the reverse of encouraging, the cable from Mr. Hanna giving the results of 1909 leaves no shadow of doubt. The pity is that the bondholders were left so long in the dark as to the state of the company's finances. We think in the circumstances the Canadian Northern Railway acted wisely in issuing a circular setting forth their position in relation to the Quebec and Lake St. John Company. It may also be worth reminding the bondholders that the C.N.R.'s guarantee—if it should be decided best to accept the company's offer eventually—is not to be scoffed at, and that it would give the new securities an assured marketable value, which the First Mortgage bonds and the Income bonds have recently lost.

* * *

An Independent Investigation. The position, as disclosed to the bondholders, is decidedly alarming. In effect, it appears that the actual interest on the Prior Lien bonds was not earned in full for 1909, and that there is a considerable floating indebtedness for operating expenses, and also for advances made to pay the coupons on the Prior Lien and First Mortgage bonds last year, which, if payment were enforced, would, of course, immediately precipitate a crisis in the affairs of the company. In the annual report for 1908—only forthcoming towards the close of 1909—the position was shown to be the reverse of rosy. According to Mr. Hanna's cable as to the result of the working of the line for the past year, things have lately gone from bad to worse, operating expenses have eaten up all but $3,069 of the revenue, the rolling stock is for the most part quite unsafe to operate, what is actually suitable for traffic purposes having been allowed to run down so low that an expenditure of $117,291 had to be incurred in 1909, compared with $71,171 in 1908, and rolling stock largely borrowed from other companies at a cost of $15.820. Last of all, the La Tuque branch has proved disastrous, the gross earnings for the past six months being only $21,500, and costing more than that to earn it, without considering fixed charges. But, black as is this picture, we think the bondholders have done wisely in appointing committees to make an independent investigation into the affairs of the company. If it transpires that the picture is as black as it is painted, then it will be for the bondholders to be guided by the reports of the different committees. If, on the other hand, it is decided that the railway may yet with care be extricated from its present embarrassed condition, further capital will undoubtedly have to be raised in order to pay off the floating indebtedness, improve the equipment, and put the company in the possession of such additional capital as may be required. For the present the bondholders must exercise what patience they can command whilst the committees they have appointed are endeavouring to solve what is undoubtedly a very interesting problem.

* * *

Four Canadian Gilt-Edged Investments. Canada has been well to the fore this week. First we had the issue of £325,400 sterling 4½ Per Cent. Debentures of the City of Calgary at 103½, which was offered by the Bank of Montreal, and proved a pronounced success, the amount in question being quickly absorbed, and the subscription list was closed the same day it was opened. Then came in quick succession issues of £1,000,000 Grand Trunk Pacific 4 Per Cent. Debenture stock at 92½ per cent., £4,000,000 Dominion of Canada 3½ Per Cent. stock at 99 per cent., and $1,000,000 6 Per Cent. First Mortgage 20-Year Sinking Fund Gold bonds, of the Canada Cement Company, Limited, at par, subscriptions for both the latter being invited by the Bank of Montreal, which has thus made three issues aggregating £4,530,400 in one week. The Canada Cement bonds form part of a total of $5,000,000 already issued —the aggregate amount authorised being limited in the first instance to $8,000,000.

* * *

Points for Investors. That the City of Calgary issue would prove attractive was evident directly the prospectus was issued, and it quickly commanded a small premium. Although we are in the middle of one of the most bitterly contested general elections in the history of Great Britain, Canadian securities stand so high in the estimation of the home investor that the remaining three issues also met with an equally satisfactory response. The interest on the Grand Trunk Pacific issue is guaranteed by the Grand Trunk Railway Company, and, as there is a decidedly better feeling with regard to the G.T.P. in financial circles, the stock offered should be readily subscribed by the home investor. The Dominion of Canada loan is really only a redemption loan, and will retire the outstanding balance—£3,646,527—of the 1910-35 bonds and stock which the Government has already notified its intention of redeeming on July 1 next. It is a point to note that whereas the India Government could not obtain better terms than 96½ per cent., and half the amount had to be taken by the underwriters, the Canadian Government was able to arrange the loan now offered at 2½ per cent. higher than the Indian Government—striking evidence of the high credit of the Dominion Government. Whilst it will add practically nothing to the debt of the Dominion, Mr. Fielding will be able to effect a saving of ½ per cent. per annum on the amount retired. Here also a small premium was established on the eve of the issue of the loan. We strongly advise the existing holders to exchange their stock for the new issue. The Canada Cement Company's 6 Per Cent. Gold bonds at par are a first-class investment, and can be safely mixed with similar securities, and, as they show a clean 6 per cent. return, will materially increase the average yield on investment list, whether home or colonial or abroad.

* * *

British Columbia's Mineral Production for 1909. Nowadays one does not hear so much about British Columbian mining affairs as in the late nineties. The cablegram just received by the Hon. J. H. Turner, the Agent-General in London, from his Government, shows however, that British Columbia is holding its own as the Mining Province of the Dominion of Canada, the estimated output for the past year being given as $24,040,000. This very encouraging production is divided as follows:—Gold, $5,610,000; silver, $1,470,000; copper, $5,300,000; lead, $1.700,000; coal coke, $6.790,000, coke. $1,670,000, and miscellaneous, $1,500,000. The regrettable point in connection with these results is that only a very small proportion of this output can be credited to British companies, the majority of the profits going to Canadian or American concerns, the latter having always been to the fore in connection with the development of the vast mining resources of the Pacific Province. We are glad to be able to report further important gold discoveries to the south of the Alaskan boundary, close to the Portland Canal. The new mining area—a gold quartz formation, according to the advices just to hand—is on the side of a mountain, and mining operations are carried on by means of adits. The reefs contain copper as well as gold, and assays giving from 25 to 50 dwts. of gold per ton are reported.

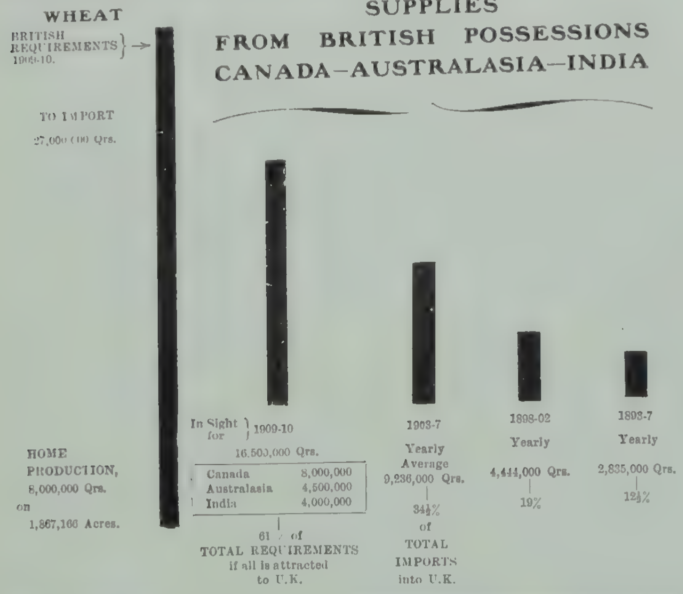
CANADIAN LANDS SYNDICATE, now being formed to acquire a large area of first-class wheat-growing land on very exceptionally favourable terms. Those wishing to participate should write "Wheatlands," c/o *Canada*, 34-5, Norfolk Street, Strand, London, W.C.

Trade and Business.

THE FALLACY OF THE BREAD-TAX ARGUMENT.

The fact that out of the total import of wheat now needed by the consumers in the United Kingdom Canada already produces nearly one-third, though less than one-tenth of her grain-growing areas are as yet under cultivation, has been generally ignored by free trade orators during the election campaign. With the increased stimulus which would be given to cultivation by the imposition of the trivial duty of 2s. per quarter—a quarter contains eight bushels, or nearly 500 lbs. weight—it is reasonable to calculate that in a very few years the Mother-country would be independent of foreign countries as regards breadstuffs, while the extra acres under cultivation all over the world would result in such competition as must keep prices down notwithstanding a small import tariff.

The cartoon published below explains the argument at a glance.



FUTURE POSSIBILITIES.

In producing her contribution to the above supplies for the current year .... CANADA only uses 7,800,000 acres. By the latest advices from the Dominion Government, there are .... Acres 100 000,000 of good wheat land available and accessible awaiting settlers.

Ditto ditto AUSTRALIA only uses 6,100,000 acres. The latest estimate, based on Colonial Government returns and the Commonwealth Year Book, 1908 gives 18 000,000 in 20,000,000 „ with similarly huge areas in...... New South Wales, Western Australia, Victoria, South Australia, Queensland.

So that, given the means and inducement to produce these possibilities are practically unlimited.

OPPORTUNITY FOR BRITISH MANUFACTURERS.

Sealed tenders, endorsed "Tender for Sewage Tanks," or "Tender for Valves," etc., as the case may be, will be received by registered post only, addressed to the Chairman of the Board of Control, City Hall, Toronto, until noon on February 15, for the following work and materials:—Contract (3) Laying sewer outlet; (4) building sewage tanks; (5) supply of iron castings; (6) supply of structural steel; (7) supply of sludge valves, penstocks, and pedestals; (8) supply of cast-iron pipe; (9) supply of cranes; (10) supply of special tile. Plans may be seen and specifications obtained at the Office of the City Engineer, Toronto, and at the Office of the Commercial Intelligence Branch of His Majesty's Board of Trade, 73, Basinghall Street, London, E.C., England. Specifications may also be seen at the offices of Mr. Farnell, 11, Charing Cross Mansions, Glasgow. The usual conditions relating to tenders as prescribed by city by law must be strictly complied with, or the tender will not be entertained

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Messrs. C. and W. Walker, Limited, Midland Iron Works, Donnington, Shropshire, have received an order from the Consumers Gas Company, of Toronto, to build a steel tank and gas holder capable of containing, when fully inflated, 5,000,000 cubic feet of gas. The tank to contain the gas holder is to be built of steel, and will be some 216 ft in diameter and 39 ft. 9 in. deep. The four vessels forming the gas-holder will be respectively 213 ft. 6 in., 211 ft., 208 ft. 6 in., and 260 ft. in diameter, and 38 ft. deep. The gas-holder will be the largest in Canada, the steel tank being the largest of its kind in the world. It is the third supplied by Messrs. C. and W. Walker to the Consumers Gas Company, of Toronto.

MOTOR CLOTHING.

Messrs. Chas. Wills and Sons, Ltd., Wholesale Clothiers, Bristol, England, are making a speciality of leather-lined and wool-lined D.B. motor coats. One line made of warm fleecy wool with striped fleece lining is a particularly good coat, and is having a large sale. This firm are also the makers of the well-known "Waterguard" overcoats for ladies and gentlemen.

The Toronto Board of Works has awarded the contract for the supply of copper wire for electrical purposes to the Canadian General Electric Company, Limited, at 16 1 10 cents per pound.

At a meeting of the Canadian Fire Underwriter's Association, held in Montreal, it was decided to remove the surcharge placed on Montreal risks two years ago, owing to the breakdown of pumps, etc. This surcharge was reduced last March to 12½ cents in the downtown district, and to 5 cents up town

Canadian Government TRADE COMMISSIONER SERVICE IN THE UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—
E. KIRKPATRICK, Plaza Hotel, Havana.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Holland—
W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—
J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.
H. R. POUSSETTE, Durban, Natal.

West Indies—
E. H. S. FLOOD, Bridgetown, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

RAILWAY CONSTRUCTION IN 1909.

Growing Demand for Suitable Labour.

Though official figures are not yet published, the returns available from the different provinces of the Dominion, and published in Canadian journals now coming to hand, show, in Western Canada alone, more than 1,000 miles of new steel was laid by the railway companies during the past year. This remarkable rate of expansion is attracting attention in the United States. For instance, the Chicago correspondent of the *Montreal Star* writes to that journal as follows:—"It is no easy matter for the railroads of the United States to keep up their army of employees, numbering 1,000,000 men. Now comes Canada, with a tremendous splurge in railway building, to create another market for the labour of railroad men. The railroad development of Canada in the thirty-one years that have passed since Confederation has been unequalled, except in the development of railway building in the United States. In 1867 in all Canada there were just 2,278 miles of railway track. During the year 1908, the new track constructed equalled almost one-fourth of the entire mileage of 1867: in 1908, the new mileage totalled 514 miles. There have been constructed during 1909, and are under construction or contract, nearly twice as many miles of track as there were in Canada in 1868, or 4,327 miles.

"When more than 4,000 miles of railway are added to the country's system in one year, it means places for thousands of workers, and competent railway men in Canada have not developed in numbers large enough to supply the want. Canada's entire railway mileage now is 23,000 miles, which is one mile to every 300 inhabitants, as compared with one mile for each 381 inhabitants in the United States." The extent of the work going on in connection with the second transcontinental railway, better known as the Grand Trunk Pacific line, and the opening up of new routes and branches during the year by the Canadian Pacific Railway has already been alluded to in *Canada*.

The Expansion of the C.N.R.

As regards the Canadian Northern Railway, the American *Wall Street Journal* says:—"Few American railroads can point to a greater record of expansion and growth than can the Canadian Northern," while the *Montreal Herald* adds, "There could not be a better indication of the great outlook for business in Canada in 1910 than the progress made during 1909 by the Canadian Northern Railway, which has completed and brought into use four hundred and eighty-two miles of line in five provinces, and has graded three hundred and ninety-eight miles ready for steel at the opening of next season." The company has in operation, under construction, or laid out in survey, lines stretching from Nova Scotia to British Columbia, with an arm extending northward to Hudson Bay.

The new Canadian Northern line connecting Sudbury and Ontario with the mining centre of Gowganda was opened on January 3, and through passenger trains are now running.

* * *

CANADIAN WATER POWER.

A Canadian correspondent of the *Electrical World* says that within a radius of eight miels of Ottawa are undeveloped water powers amounting to 200,000 h.p., and within a radius of forty-five miles of the city the amount is estimated at 917,400 h.p. Of this vast amount only 58,400 h.p. is, at present, in use. Just now, electric power can be purchased here for less than $15 per h.p. per annum, continuous service. A new company, which is seeking a charter from the city, has agreed to sell electrical energy at $11 per h.p. Another use to which the electric power will soon be put will be in the development of the mines in the vicinity of Ottawa by means of the electric furnace for smelting, there being rich deposits of iron ore within a mile or two of immense water powers. It will also be employed in the development of the deposits of zinc, plumbago, mica, phosphate of lime, etc., which as yet have not been properly exploited owing to the great cost of fuel.

FREIGHT RATES TO CANADIAN PORTS.

British Owners Deny that British Trade will Suffer by the Revised Rates.

"When I hear of a British trade representative in Canada stating that British steamship companies have dealt 'a staggering blow' at British trade with the Dominion, I cannot conceive how such misconceptions have found currency in Montreal and Toronto regarding the recent conference here of the steamship companies engaged in the North Atlantic trade. In the revision of the freight rates just agreed upon, all that has been done has been the abolition of the system of quoting nominal rates for competitive purposes, and you can take it from me that there has been no advance whatever in what may be described as normal rates."

The foregoing remarks were made to a representative of *Canada* by the manager of one of the principal transatlantic steamship lines, and his statements were afterwards personally corroborated by responsible officers of the other lines which provide a regular service to Canadian and North American ports.

Interrogated as to what was meant by the abolition of competitive rates, the gentleman interviewed replied: "What I meant by abolishing competitive rates was this. With the advent of large carrying steamers and the inability of the ports to which they ran to gather from their immediate neighbourhood a sufficiency of cargo, reduced ocean rates were made to try and draw cargo from neighbouring ports which afforded the natural channel. In other words, a system of "poaching" was inaugurated, Retaliation naturally followed, and by the end of last year it was found that in many cases the bulk of the cargoes carried from this country to America and Canada were the subject of these competitive nominal rates. These have now been eliminated from the tariffs, and each port will get the benefit of its special geographical position as a distributing and collecting centre."

Freight Rates and Customs Tariffs.

"In the case of what are known as local rates, *i.e.*, port to port without reference to railway transit, we have certainly agreed upon slight advances, and to this fact I attribute the misconceptions which seem to prevail," said the representative of the steamship companies, who went on to explain that to the majority of North American ports the minimum local rate on fine goods, for example, has been 22s. per ton. This rate has now been advanced to 25. Provision has, however, been made to give a slight advantage to such importers as are in a position to make contracts; a rate of 22s. 6d. is still available to some ports. In order to give Canadian importers the benefit of the lowest obtainable rate, the Canadian lines have arranged to apply this absolutely minimum rate to Canadian business. Detailed investigation will show that the charge that these nominal advances will destroy all preferential protection is absolutely without foundation.

"I was shown the other day a few calculations worked out on the basis of the actual costs and charges," said the reperesentative of the steamship companies, "one result being that the increased rate on felt hats, for eexample, worked out at 3d. (or 6 cents) per dozen. Such an extra freight will neither affect the purchase or seriously interfere with the profits of either the British manufacturer or the American or Canadian importer. On cotton goods an advance of 5s. per ton has been made. This, on ascertained figures, works out at 1d. (two cents) per 100 yards. This is about equal *ad valorem* to 1-300th of 1 per cent. per yard. The preferential tariff on cotton goods is 7½ per cent. A similar analysis applied to other commodities will show the same result, and that the phrase, 'a staggering blow' is, in this connection, merely an ornamental figure of speech."

Figures were also produced by the representative of the steamship companies illustrating the need for the revision of the rates, a continuation of which would, it was claimed, introduce a condition of affairs unsettling and disastrous equally to all the varied interests engaged in the transatlantic trade.

POINT FOR BRITISH MOTOR MAKERS.

A Toronto correspondent of *Motor Boat* congratulates British motor manufacturers upon commencing to pay more attention to the special requirements of Canadians for a lighter motor for boats than they turn out for use in British waters. He goes on to say:—"A point I would criticise is that small motors are apparently not often built in four-cylinder sizes. Here it is unusual to purchase a four-cycle motor of more than 10 h.p in less than four cylinders. The speeds of the British motors are also much higher than the standard speed here, and I should think that this would give a rather decreased propeller efficiency"

* * *

NEW TARIFF REGULATION.

By Order in Council the following regulation has been issued by the Dominion Government affecting imports into Canada under the preferential tariff:—

"From and after February 1, 1910, the country of origin in respect of each imported article shall be specified on the margin opposite to such article or elsewhere on the invoice thereof. When articles are for entry in Canada under the British preferential tariff the 'certificate of origin must bear the statement that each article is the product or manufacture of a country entitled in Canada to the benefits of British preference.'"

The Allan Line have decided to further increase their London fleet by the addition of fresh tonnage for the development of the passenger and freight services. The keen interest taken by Mr. Hugh A. Allan (chairman) in the affairs of the line since his arrival from Canada has already been shown in other directions.

Mr. S. Moncur, manager of the passenger department of the Donaldson line at Glasgow, during his recent visit to St. John, in referring to the plans of the Donaldson line for next season, said he was especially pleased with the prospects for increased passenger travel. The company will put two large new steamers—the *Pythia* and the *Titania*—on the route this year. They will run to Montreal and Quebec in summer and to St. John direct in the winter. They will be steamers of the same class as the *Cassandra*, and the *Titania* still larger.

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

Jas. Kyle (Kyle, Cheesbrough, and Co., Montreal)—Headquarters: 35, Milk Street, E.C.

J. W. Shouldice (Blake, Shouldice, Ltd., Montreal)—Headquarters: c.o. J. Edwards, Hart, and Co., 2-4, Carey Lane, E.C.

Frank Skinner (millinery and fancies) (F. Skinner and Co., St. John, N.B.)—Headquarters: 35, Milk Street, E.C.

J. L. Murray (dress goods, staples, and fancies) (Smallman and Ingram, Ltd., London, Ont.)—Headquarters, 35, Milk Street, E.C.

Arthur Robinson (McLaren and Co., Ltd., St. Catharines, Ont.)—Headquarters: 35, Milk Street, E.C.

MANCHESTER.

N. Paulet (dress goods and linens) (A. Racine and Co., Montreal)—Midland Hotel.

A. L. Sevigny (P. P. Martin and Co., Montreal)—Grand Hotel.

W. L. Robson (dress goods and fancies), A. V. Branscombe (millinery and made-up goods) (Manchester, Robertson, Allison, Ltd., St. John, N.B.)—Midland Hotel.

J. W. Moyer (Murphy-Gamble Co., Ltd., Ottawa)—Midland Hotel.

F. J. Rutherford (dress goods and staples) (Thomas C. Watkins, Hamilton, Ont.)—Midland Hotel.

Geo. Willis (dress goods, etc.), [illegible]. McRae (made-up goods) (James A. Ogilvy and Sons, Montreal)—Midland Hotel.

Robt. Peebles (The T. H. Pratt Co., Ltd., Hamilton, Ont.)—Midland Hotel.

H. B. Bristol (A. Bristol and Son, Picton, Ont.)—c.o. 59, Mosley Street.

E. C. Crompton (E. B. Crompton and Co., Brantford, Ont.)—c.o. 59, Mosley Street.

T. Ritchie (The T. Ritchie Co., Ltd., Belleville, Ont.)—c.o. 59, Mosley Street.

W. K. White (The John White Co., Ltd., Woodstock, Ont.)—c.o. 59, Mosley Street.

J. R. Geddes (Geddes Bros., Sarnia and Strathroy, Ont.)—c.o. 59, Mosley Street.

C. J. Catto (John Catto and Son, Toronto)—c.o. 59, Mosley Street.

H. G. A. Ryan (G. B. Ryan and Co., Guelph, Ont.)—c.o. 59, Mosley Street.

OUR LIBRARY TABLE.

A GREAT PIONEER OF THE WEST.*

The biography of Archbishop Machray, who was for thirty-nine years at the head of the See of Rupert's Land, and for several years Primate of All Canada, is the history not only of the Anglican Church in Western Canada, but of the rise of the great West from the period of buffalo hunts and Indian warfare to the prosperity and civilisation of to-day "In the Providence of God I have been present at the birth of a new people," said the Archbishop at a meeting of the Society for the Propagation of the Gospel in London in 1888, and from that time the West has progressed as never any country in the world developed before. The Archbishop did not die until 1904, so that he saw much of the rapid progress of recent years; a progress which his knowledge of the resources of the country and of the vigour of the people, combined with the foresight for which he was notable, must have assured him of the future greatness of its destiny—a destiny which he played so great a part in shaping.

The Archbishop, who was born at Aberdeen on May 17, 1831, came of notable Scottish families. His grandmother on his father's side was the sister of Theodore Martin, the grandfather of the late Sir Theodore Martin, the biographer of the Prince Consort, and the joint-author of the "Bon Gaultier Ballads." The Machrays were a portion of the Macrae clan, which spells its name in several different ways. On his mother's side the Archbishop was connected with the M'Leans, one of whom was "out" in the '45, and, as a result lost his estates, while a similar fate awaited his head had he not made good his escape after many weary months of hiding.

The story of young Machray's education is similar to that of so many notable Scotsmen—of one long struggle to obtain the scholarships and bursaries which were the only means by which anything approaching the ambition which animated him could be realised. After four years at Aberdeen University, during some of which period he was working twenty hours a day—coaching others and reading himself—he was able to go up to Cambridge, where he entered "Sidney." There the struggle against poverty continued, and it was only by the hardest of work and continual self-denial that the future Archbishop was able to gain a Fellowship of his College, and eventually to take Holy Orders.

Although born a Presbyterian and reared in the atmosphere of the Church of Scotland, Machray very early in life cherished the ambition of becoming a clergyman of the Church of England. This desire was what led him to Cambridge. Accordingly when he was ordained deacon it was by Bishop Turton at Ely Cathedral. He passed his first years as a cleric at Egham, and after being ordained priest (in 1856, at Ely) he travelled on the Continent, and eventually became Vicar of Madingley. There he remained three years, at the end of which time he was consecrated Metropolitan of Rupert's Land, and left to take up his life's work in the West.

The diocese of Rupert's Land, when he took over the charge in 1865, is shown in an excellent map published in the present work as including most of Ungava, a proportion of Quebec and Ontario, and the whole of the country west of the Great Lakes to the Arctic Circle, with the exception of British Columbia. Since that date that vast tract of country has been divided into nine dioceses—surely sufficient evidence of the growth of the Church in Western Canada. Bishop Machray took up his headquarters at Fort Garry, the little trading post and settlement which has now been replaced by the great city of Winnipeg, then the principal place in the Red River Settlement, the only district of much consequence in the diocese. He had, before leaving England, expressed his opinion as to the future greatness of the country, especially as "a future home for the poor of England," and he at once began to prepare for the development which he was convinced was to come. At the time of his taking up his new work he was thirty-four years of age, and the youngest Bishop of the Church of England. The Hon. Colin Inkster, Sheriff of Manitoba, who was one of a deputation sent to meet the Bishop at St. Cloud, Minn., has given the following description of him at that time:—

> "I shall never forget the first impression the Bishop made on me. Although I was only a mere lad, I could see he was no ordinary man. He was tall and thin, with a jet black beard, and piercing black eyes. The reverence which he then inspired in me went on increasing as long as he lived."

We have spoken of the Bishop's work of preparation for the settlement which he knew would eventually take place in the country. This he began by organising parishes and inculcating the principle of self-support. He was far-sighted enough to see that the day would come when the English Church Societies that subsidised the diocese would withdraw their grants, and desired his own people to be prepared for that time. His next great step was to divide the See into four dioceses, with himself as Metropolitan of the Ecclesiastical Province of Rupert's Land This formation of Sees made easier the organisation of missions to the settlers, but, after all, an uphill fight was always taking place, as the means of keeping up the missions were always inadequate. The greater part of the present work is devoted to the story of the struggles to maintain these little missions.

Never were the Bishop's statesmanship and gifts better shown than during the Red River Rebellion, which was organised by Louis Riel. Again and again Dr. Machray was foremost in the prevention of blows beween the hostile factions—the result of which would have been the loosing of the Indians and half-breeds among the sadly outnumbered whites, and, consequently the occurrence of all the horrors of Indian warfare. Yet, when Lord Wolseley and his punitive force made their appearance the Bishop was the first to send assistance in the shape of boats and guides, which helped the force greatly in its work of quelling the rebellion.

Dr. Machray was also a great educationist. He established a school in each parish, and also revived St. John's College, which had been founded by Bishop Anderson, but who had been unsuccessful in carrying it on. He also gave great assistance when the Provincial Government of Manitoba took over the schools, serving as chairman upon the Advisory Board, while he also served as Chancellor of the University of Manitoba from its establishment in 1877 until his death.

In 1893 he was elected by his brother Bishops to the highest position of the Church of England in Canada—that of Primate—while in the same year he was appointed Prelate of the Order of St. Michael and St. George.

We have said enough in this short notice of an unusually interesting and readable work to show that the Archbishop took a great part in the development of the West. By those who are interested in the history of the growth of Canada his biography should be read with care and attention, for it is on the foundations which he laid that the Church has been built strong enough to make felt its influence for good among the settlers who have crowded into the country during the past few years. Over the Archbishop's grave in the shadow of the cathedral of St. John's, Winnipeg, stands a cross of that famous granite produced by the country that saw his birth and bearing the well-merited inscription:—

> "He fed them with a faithful and true heart, and ruled them prudently with all his power."

THE INDIAN IN CANADA.*

Miss Paget has contributed a valuable little book to the literature which has been written concerning the Indians of Canada. She deals almost entirely with the people of the plains; their customs, dress, habits, superstitions, legends, feasts and dances. Reading this instructive book one feels the greatness in some respects of the Indian character—his hardihood, bravery, indifference to suffering, and dignity. Of course, there were bad traits to counter-balance these good qualities, but Miss Paget does not set these out before us. For which we are grateful, as in many cases in which they were shown, the native was more sinned against than sinning. The interest of the book is added to by some artistic drawings by Mr. Edmund Morris.

A SHORT HISTORY OF CANADA.*

Miss Laut has attempted in the present volume to outline the history of Canada within one volume. She has approached her subject from the point of view of the boy or girl, who wishes to read history on account of its wealth of exciting incident or from the standpoint of the hurried business man who has not time to wade through long and redundantly worded treaties, extracts from Acts of Parliament, and so on. Instead of a history she gives us rather the story of the romance and adventure of Canada's past; of the heroism of its missionaries and settlers; of the fierce battles waged in Quebec and around the Great Lakes; and of the sufferings and wanderings of the intrepid explorers who made known to the world at large the wonders of the vast Dominion.

In the introduction Miss Laut compares Canada to the England of the Elizabethan era—a country "on the threshold of her future as a great nation. Her population is the same, about seven millions. Her mental attitude is similar, a consciousness of a new strength, an exuberance of energy biting on the bit to run the race; mellowed memory of hard-won battles against tremendous odds in the past; for the future, a golden vision opening on vistas too far to follow." Again, Canada is compared to the United States at the beginning of last century, and the Dominion's growth is forecasted along the same lines—but a growth more rapid on account of the greater facilities which now exist for increased colonisation is foreseen.

Miss Laut's book has the defects which must arise in such a story-history. When the picturesqueness of the early days gives way before the prosaic occurrences of the last half century her interest begins to flag, and she crowds into less than thirty pages the latest century of Canada's history—during the latter years of which the Dominion has progressed with greater rapidity than any other nation in the history of the world. This is hardly fair, and one would have preferred, for instance, a little more consideration of the enormous development of the West. The writer is, however, to be congratulated upon having compressed a reasonably accurate account of the earlier history of the Dominion into an attractive shape. One criticism that occurs to us is that too much stress is laid upon the loss of life in the war of 1812-14, the battles of which are by no means the bloodiest recorded in history.

"THE AFRICAN WORLD ANNUAL."

The seventh or 1910 issue of "The African World Annual" is, as always, a bulky volume of nearly 450 pages, and contains numerous special articles by many distinguished and expert writers, dealing with the latest developments in the Dark Continent. The illustrations throughout are lavish, and in many cases quite exclusive photographs.

Amongst the special features this year is a very important series of articles on Liberia by Mr. John Raphael, including a most interesting interview with President Barclay and his State Secretary, a most attractive Egypt section, and a particularly interesting description of Mr. Abe Bailey's grand farming and stock-breeding enterprises in Central Cape Colony.

There is further given latest particulars of the great development work now proceeding in West Africa, British East and the Congo territories, as well as the great Tanganyika region, besides a final section of 150 pages dealing in a most conscientious and comprehensive detailed manner with the Transvaal and Rhodesia Mining Industry—both gold and base metals, as well as coal and diamonds—in a manner not given in any other publication of a similar kind.

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* "The Life of Robert Machray, D.D., LL.D., D.C.L., Archbishop of Rupert's Land, Primate of All Canada, Prelate of the Order of St. Michael and St. George." By his nephew, Robert Machray. (Macmillan and Co., Ltd.) London, Toronto, etc. 21s. net.

* "The People of the Plains." By Amelia M. Paget. Edited, with Introduction, by Duncan Campbell Scott. (Toronto: William Briggs. $1.)

* "Canada, the Empire of the North." By Agnes C. Laut. (Ginn and Co., London and Boston.)

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desirin a reply in these columns must invariably be accompanied by the enquiry [illegible] printed at the foot of this page unless the enquirer is an annual subscriber—a f ct which should be mentio [illegible]

[illegible] iries made, and questions should be numbered when more than one is asked.

[illegible] iries regarding investment matters should be marked "Financial" on the left hand top corner of [illegible]

[illegible] gram in regard to new issues can be made if a reply is prepaid, but this privilege is [illegible] nual subscribers.

FINANCE AND REAL ESTATE.

F. N. R. (Rugby). See reply to "C. P."

"Subscriber" (Norwich).—We are afraid you will never get a penny back of the money you have "invested" in this so-called "Trust."

J. D. M. (Hampstead).—See reply to "Reader." Do not sell your Incomes indeed, you would probably have a difficulty in doing so. See it through now.

G. W. O. (Canterbury).—We regard the new Canadian 3½ per cent. loan as a very attractive security. You should take £200 of this, £200 of the Grand Trunk Pacific issue, and £100 Canadian Cement 6 per cent. bond. This would give you an average on the investments of just about 4¼ per cent.

C. P. (Liverpool).—We mentioned the rumour three weeks ago. It is said now that Hudson's Bays may be split into £1 shares. We think the price high now, but, if they should be split, it is quite possible that the increased marketability of the shares would result in a further advance.

"Reader" (Ipswich).—The guarantee of the Canadian Northern railway is, of course, a perfectly good one, and if it is decided to accept that company's offer after the committees appointed last week have reported, your security—or rather, your new security—will command a higher price than has recently been quoted.

M. B.—(Leicester).—We should not think of touching the Aguanico Mines Development Company's shares.

"Meade" (South Kensington). — We should exchange into the new loan. It gives you a clear 3½ per cent., and will undoubtedly improve in value.

"Nero" (Saltaire).—In reply to your queries, we consider Mexican Light and Power Seven per Cent. Preferred stock an attractive investment, and would advise you to take up any new shares that you may have offered to you. The company is now paying dividends at the rate of 4 per cent. on the Common shares, and the Preferred dividend is covered several times over. The company's future is, we consider, assured.

TRADE.

G. E. K. (Southampton).—Seventy-six new industrial companies took out charters to operate in the Province of Manitoba during 1909, mostly in Winnipeg. The total authorised capital was over $10,000,000. During the year Winnipeg consumed 20,000 tons of structural steel, most of which was fabricated in the city. Certainly the iron industry in Winnipeg has a great future. The imports of manufactured goods into the city totalled over $60,000,000 last year.

R. W. (Hampstead).—The imports from the Argentine Republic into Canada in the year ended last March were valued at $1,637,578, more than double that of 1905. The exports from Canada to Argentina in 1909 totalled $1,875,100, a slight decline over the four previous years. As regards Newfoundland, the total between the two countries was $5,191,523 in the year ended last March; $5,186.177 in 1908, $3,709.051 in 1907, $4.972,663 in 1906, and $4,553,130 in 1905. The exports from Canada average about double the imports from Newfoundland.

EMIGRATION.

R. C. W. (Ipswich).—There are no Dominion lands for homestead entry near the Grand Trunk Railway in British Columbia, and it is not likely that the land in that district has as yet been surveyed. Bulkley Valley will be about 300 miles north-east from Prince Rupert, and is not yet surveyed. For further information apply to Secretary, Provincial Bureau of Information, Victoria, B.C.

R. F. (Cambridge).—If you have some knowledge of farming and raising stock, undoubtedly go out next month. You can book through on the new Grand Trunk Pacific line as far west as Wainwright, in Alberta, with power to stop over at other points en route. As regards investing capital we should say lay it out on first mortgage on arrival, and do not purchase outright until you have spent a year or two in the country.

GENERAL.

C. C. C. (Richmond).—The population of the Dominion is now estimated at 7,350,000, the principal increases noted during the past ten years being as follows: Ontario, 447,000; Quebec, 450,000; Manitoba, 215,000; Saskatchewan and Alberta, 510,000; Maritime Provinces, 145,000; British Columbia, 115,000.

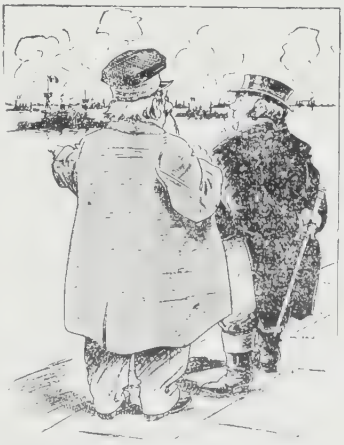
E. T. B. (Bournemouth).—The Hon. R. G. Tatlow resigned his portfolio as Minister of Finance in British Columbia prior to the recent election. It is understood that he will settle in England. Mr. Price Ellison has joined Mr. McBride's cabinet, but its reorganisation is not yet complete.

A. B. H. (Worcester).—The mail steamers leaving Liverpool every Friday will proceed to Halifax and St. John up to the third Friday in April, and after that date proceed to Quebec, which port is the summer terminus for the C.P.R. mail boats; the Allan liners go right on to Montreal from May to November. Note sailing dates of the principal lines on another page.

E. R. S. (Crowborough).—In Canada, several thousand miles of new telegraph lines will go into operation this year. Treble the number of firms and private individuals (in proportion) have telephonic installations. We consider both the present situation and the future prospects better than in England for a skilled telegraphist or telephone operator.

Mr. Alex. McOwan, the Canadian Government Agent at Exeter, has been delivering a series of lectures upon "Canada: The Land of Opportunity." In the course of his lectures he showed the many openings which exist for all classes of workers in the Dominion.

A GAME THAT TWO CAN PLAY.



Hans—"Ja, John, dey vos all mine, paid for out of der duties you pay me ven you use my market.'

John Bull—"'Very fine, my friend, very fine! but two can play at that game, and I shall soon have a Government that will make you stump up for using MY market"

—From the *Montreal Daily Star*.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending December 31, and also for the corresponding week in 1908:

	lbs. 1909.	lbs. 1908.
Buffalo	54 100	
City of Cobalt	-	67,090
Coniagas	—	54,060
Crown Reserve	222,180	
Drummond	100,000	—
Kerr Lake	—	61,000
La Rose	215,376	405,510
McKinley Dar.	166,504	114,000
Nipissing	631,892	258,210
O'Brien	64,010	124,325
Right-of-Way	63,302	-
Silver Queen	54,000	—
Temiskaming	—	120,000
Trethewey	142,056	249,000
Totals	1,714,019 (857 tons)	920,480 (460 tons)

Ore shipments for the year 1909 were 60,196.932 pounds, or 30,098 tons. The total shipments for 1908 were 25,463 tons, valued at $10,000,000. The total shipments for the year 1907 were 14.040 tons, valued at $6,000,000. In 1906 the camp produced 5,120 tons, valued at $3,900,000, in 1905, 2,144 tons valued at $1,478,196, in 1904 158 tons valued at $130,217.

Reported New Gold Field in Ontario.

The discovery of gold at Porcupine, in the Township of Whitney, a district 150 miles north-west of Cobalt, is reported. Many statements are being made as to the wealth of the ore to be found in the district. The *Toronto World*, discussing the subject, says:—

"What is the substance of the news, that a great area of rock, known technically as schist, exists in the Townships of Whitney, Tisdale, Shaw and the adjoining territory, including portions of the Temagami Forest Reserve, and that reefs of quartz rock containing free milling gold abound throughout this schist, and that there are miles and miles of country of this quartz showing free gold in marvellous and wide-spread profusion. If it is only on the surface, it is a wonder; if it is ten feet deep, it will be the wonder of the world. Official investigation has not yet been able to reach the limits of this schist formation—other than that it extends for miles and miles and that hundreds of prospectors have already found free gold in it and staked their claims. Over a thousand men a week are going in now; hosts will be going in later; roads are being cut by private enterprise, hotels and stores, supply stations, teams and stages, banks and speculators, are all on the way to Porcupine Lake."

"'Before fall,' said Charles Gifford, who is a man of experience, 'there will be two towns on Porcupine Lake bigger than Cobalt and Haileybury.' 'I have seen all the goldfields of the Western States,' said Mining Engineer Anderson, 'and there is nothing there like what I saw in Tisdale in the last ten days.' M. J. O'Brien, of the O'Brien Silver Mine at Cobalt, paid $300,000 for a claim at Porcupine Lake. He has already a diamond drill there. Said Mr. Gifford: 'He will take enough gold out of a few yards to pay for the whole mine.'"

The twelfth annual general meeting of the Canadian Mining Institute will be held in Toronto on March 2, 3, and 4 next.

Mining Properties.—Timber Berths. Investments.

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956, Nicola St.,
VANCOUVER, B.C.
Cable Address: "RUHTRA," Vancouver

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"CANADA," No. 211. Jan. 22, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

CANADIANS IN LONDON.

The following have registered at the Office of the High Commissioner, 17, Victoria Street, S.W.:—

Mr. and Mrs. W. J. A. Procter, Toronto—Fentiman Road, S.W.
The Rev. H. and Mrs. Cairns, Napanee, Ont.—11-12, Charing Cross, S.W.
Agnes Deans Cameron, Gladys Maud Cameron, and Jessie Cameron Brown, Victoria—11-12, Charing Cross, S.W.
I. S. Clack, Moose Jaw—4, Trafalgar Road, Twickenham.
B. W. Dickson, Saskatoon—New Malden, Surrey.
Mr. and Mrs. Philip Brown, Calgary—40, Mildmay Street, Mildmay Park.
J Fraser Campbell, Penticton, B.C.—Old Hunstanton, Norfolk.
Harold B. Brown, Hamilton—Harlesden, London.
R. E. Baker, Brantford, Ont.—Harlesden, London.
Mr. and Mrs. F. M. Steel, Pincher Creek, Alta.—Redhill, Surrey.
W. J. Benton, Saskatoon—51, Longfield Street, Wandworth, S.W.
J. N. McGregor, Victoria—38, Talbot Road, Paddington.
N. B. Sumner, Moncton, N.B.—57, Torrington Square, W.C.
Mr. and Mrs. E. L. Thorne, Halifax—Hotel Cecil.
J. A. Allan, Calgary—35, Trent Avenue, South Ealing.
Clement Leveson Gower—3, Copthall Buildings, E.C.
Mr. and Mrs. J. H. Panneton, Montreal—Hotel Cecil.
H. Duverger, Montreal—Hotel Cecil.
W. J. Mantle, Kelowna, B.C.—Strand Palace Hotel.
W. White, Vancouver—Sports Club.
B. R. le Blond, Vernon, B.C.—"Dorrick," Kingston-on-Thames, Surrey.
Ella M. Brown, Birtle, Man.—40, Mildway Street, Mildmay Park.
Mr. and Mrs. John Ross, Edmonton—142, Earl's Court Road, Kensington.
Mrs. J. E. Graham and Miss Graham, Toronto—55, Torrington Square.
Dr. and Mrs. J. H. C. Willoughby, Saskatoon—Strand Palace Hotel.
Mr. and Mrs. D. S. Taylor, Saskatoon—Strand Palace Hotel.

The following have registered at the office of the Agent-General for British Columbia, Salisbury House, Finsbury Square:—

F. S. Barnard, Victoria.
Mr. and Mrs. A. C. Paterson, Vancouver—c/o C. P. R., Trafalgar Square.
F. A. Taylor, Kelowna—Braintree, Essex.
R. P. Venner, Otoyoos—28, Victoria Street.
H. M. V. Adams, Kamloops—The Elms, Westgate Road, Beckenham.
H. E. Miles, Victoria—2, Grantley Road, Westley Road, Boscombe, Hants.

The following Canadians are also in London:—

Mr. Edgar Bootle, Halifax—Waldorf Hotel.
Mr. Gardiner Boggs, Saskatchewan—Hotel Metropole.
Mr. Arthur Branscombe, St. John's, N.B.—Hotel Russell.
Mr. N. G. Carberry, Winnipeg — Hotel Russell.
Mr. F. T. Clark, Toronto—Waldorf Hotel.
Mr. Frank Farley, Camrose—Hotel Russell.
Mr. Gilbert Hodgson, Calgary—Hotel Metropole.
Mr. J. C. Kelley, Toronto—Hotel Metropole
Mr. and Mrs. McCallum, Winnipeg—Hotel Metropole.
Mr. J. W. Moyer, Ottawa—Hotel Russell.
Mr. and Mrs. Nunns - York Hotel.
Mr. N. Simon, Toronto—Hotel Russell.
Miss E. Smith, Ottawa—Hotel Russell.
Mr. R. T. Smith, Hamilton Waldorf Hotel.
Mr. G. P. Smith, Camrose Hotel Russell.
Mr. A. Robinson, Ontario Waldorf Hotel
Mr. G. Willis, Montreal Waldorf Hotel.

STEAMSHIP SAILINGS.

ALLAN LINE.—From Liverpool to Halifax and St. John:
February 4. R.M.S. *Tunisian*
February 10 S.S. *Grampian.*
February 18. -R.M.S. *Corsican.*
February 24.—S.S. *Hesperian.*
March 4.—R.M.S. *Virginian.*

From London to Halifax and St. John:—
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February 16.—S.S. *Pomeranian.*
March 2.—S.S. *Corinthian.*

From Glasgow to Halifax:—
February 5.—S.S. *Ionian.*
February 19.—S.S. *Pretorian.*
March 5.—S.S. *Numidian.*

C.P.R. LINE.—From Liverpool to Halifax and St. John:—
January 28.—R.M.S. *Empress of Britain.*
February 11.—R.M.S. *Empress of Ireland.*

WHITE STAR DOMINION LINE.—From Liverpool to Halifax and Portland:—
January 27.—S.S. *Canada.*
February 17.—S.S. *Dominion.*

◆

LONDON ENTERTAINMENTS.

THE THEATRES.

His Majesty's.—"Pinkie and the Fairies," by W. Graham Robertson. Monday next: "Beethoven."

Queen's Theatre.—"The House Opposite." Mr. H. B. Irving, Miss Dorothea Baird.

Drury Lane. — Christmas Pantomime—"Aladdin." Wilkie Bard and George Graves.

New.—"Henry of Navarre." Julia Neilson and Fred Terry.

Savoy.—"Fallen Fairies," by Sir W. S. Gilbert and Edward German. Mr. C. H. Workman.

Garrick. — "Where Children Rule." A Fantasy. By Sidney Blow and Douglas Hoare.

Apollo.—"The Follies," in burlesque.

Duke of York's.—"Peter Pan," by J. M. Barrie. Miss Pauline Chase and Miss Hilda Trevelyan.

Globe.—"Arsène Lùpin," by Francis de Croisset and Maurice Leblanc. Mr. Gerald du Maurier.

The Playhouse.—"Little Mrs. Cummin," by Richard Pryce. Miss Lottie Venne.

Adelphi.—"The House of Temperley," by Sir A. Conan Doyle.

Lyric.—"Sir Walter Ralegh." Mr. Lewis Waller.

Gaiety.—"Our Miss Gibbs." Miss Gertie Millar and Edmund Payne.

Vaudeville.—"The Brass Bottle," by F. Anstey. Mr. Lawrence Grossmith and Miss Mary Brough.

Daly's.—"The Dollar Princess." Miss Lily Elsie and Mr. Joseph Coyne.

Haymarket.—"The Blue Bird," by Maurice Maeterlinck.

Court Theatre.—"Alice in Wonderland."

Comedy. — "Smith," by W. Somerset Maugham.

Prince of Wales's.—"The Little Damozel," by Monckton Hoffe. Mr. Charles Hawtrey.

St. James'.—"The Importance of Being in Earnest." Mr. George Alexander.

New Royalty Theatre.—"Charley's Aunt," by Brandon Thomas.

Criterion.—"Don," by Rudolf Besier. Mr. Norman McKennel, Miss Ellen O'Malley.—January 17, "When Knights Were Bold." James Welch.

Lyceum.—Pantomime, "Aladdin."

Shaftesbury.—"The Arcadians," by Mark Ambient and A. M. Thompson. Mr. Dan Rolyat and Miss Florence Smithson.

Aldwych.—"The Bad Girl of the Family," by F. Melville.

A circular issued by Mr. Hays, the President, from the Grand Trunk offices in Montreal announces the appointment of Mr. E. H. Fitzhugh as first Vice-President, Mr. William Wainwright as second Vice-President, and Mr. M. M. Reynolds as third Vice-President. Mr. R. S. Logan is appointed assistant to the President.

A visit to the Gardens of the Zoological Society at Regent's Park is always interesting. In order that mementoes of such a visit may be obtained, the Society has published a number of pictorial postcards of the interesting animals and birds to be found in the gardens. These may be obtained either singly or in sets. An official illustrated guide may also be obtained.

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TO CANADIANS VISITING ENGLAND.

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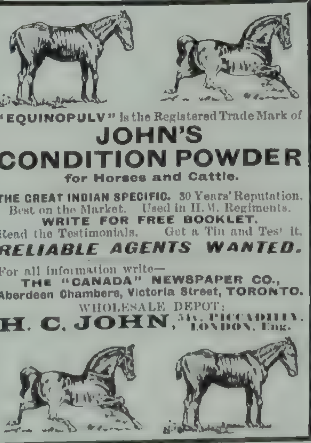

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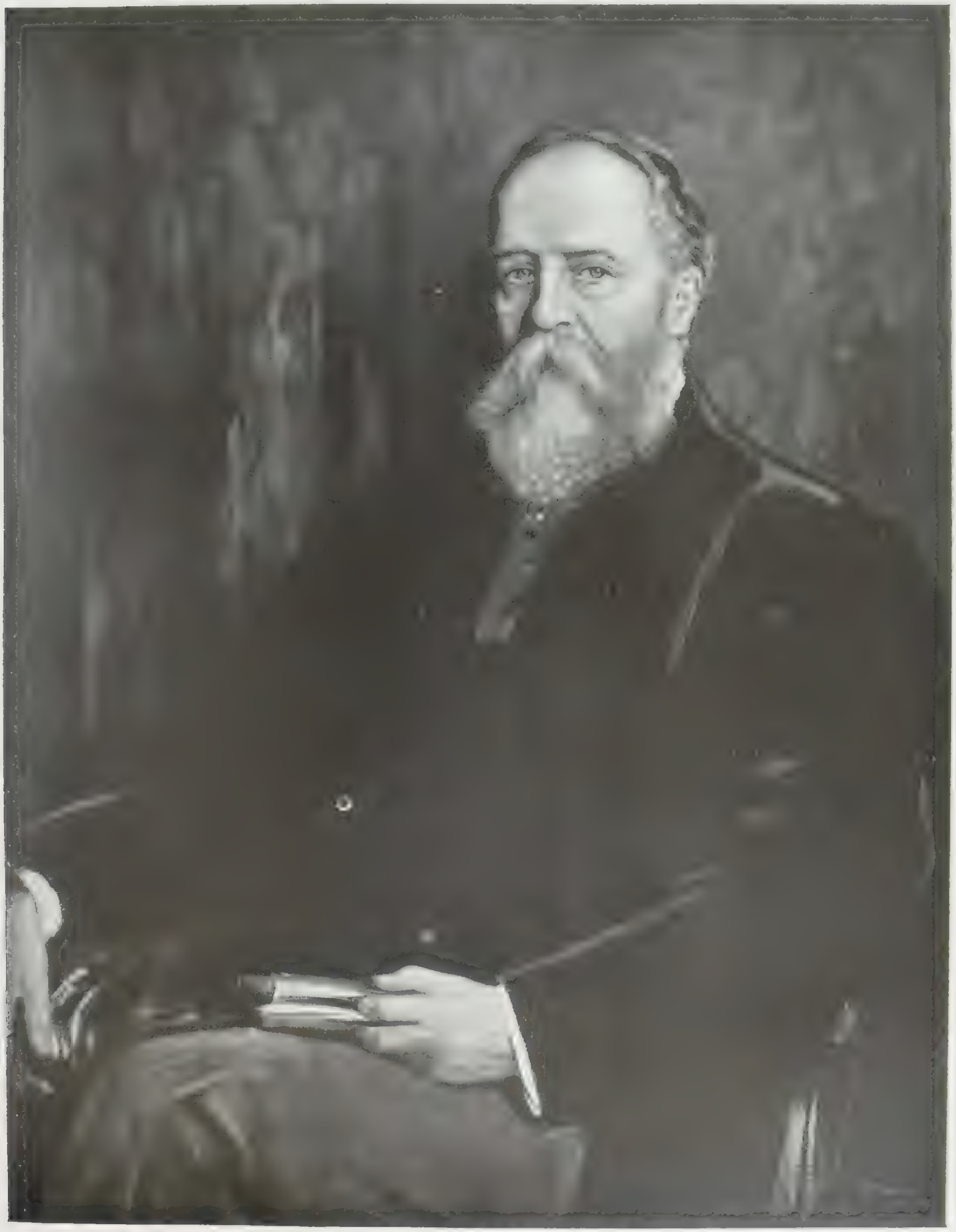
CANADA

No. 212. SATURDAY, JANUARY 29, 1910. Vol. XVII. 6D. WEEKLY.

THE PRESIDENT OF THE CANADIAN BANK OF COMMERCE.



MR. BYRON E. WALKER, C.V.O., LL.D., D.C.L.

(From the painting by John Lavery, R.S.A., presented to Mr. Walker by the Managers and Senior Officers of the Canadian Bank of Commerce.)

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NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

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CANADA AND THE BRITISH ELECTIONS.

"IN no former British election has so much reference been made by the contending parties to the attitude of the Overseas Dominions. Each side," says the Ottawa *Evening Citizen*, "apparently is desirous of creating the impression that it has the sympathy of the outlying portions of the Empire. Particularly is this the case in regard to Canada. This may be accepted as one of the signs that British politicians are commencing to think Imperially—at least, to a greater extent than heretofore. The years are not far gone by when during a British General Election the contending political parties said little and thought less in regard to the sympathies of the 'Colonials.'"

It is indeed a sign of the times when Dominions Overseas are quoted by the contending parties in the conflict that will be practically finished by the time this issue of *Canada* reaches the public. Whatever the ultimate issue may be, the contest will not have been without its value if it has brought home to the people of England that there are other citizens of the Empire besides those living in the little islands which form the Motherland of the vast Dominions Overseas. We whose interests are wrapt up in one of those Dominions are delighted to see this recognition.

We do not want to see the Dominions dragged into party conflicts, but we should like to see both sides hail the Dominions Overseas as partners in the great Empire to which we all belong. The Old Country has not always been sympathetic with us, and has sometimes not scrupled to show her want of sympathy. But we think there has been a great improvement recently in the relations between the Old Country and her daughter nations. A word of warning as to the defence of the Empire was sufficient to rally the Dominions round the Old Country. That fact seems to have made a deep impression on the minds of the British people, and no doubt accounts largely for the constant reference made during the electoral conflict to Dominions Overseas.

The constant reference to Greater Britain during the elections has found its counterpart, so to say, in the deep interest the Dominions have taken in the contest. They all feel that although the domestic politics of the Old Country do not concern them, and a British General Election has generally little interest to Britons overseas, this time is an exception. It is certainly safe to say that in Canada this was felt to be so, the result being that four Toronto papers, as we announced last week, sent special representatives. Mr. J. S. Willison, the editor-in-chief of the *Toronto News*, came himself to represent his own paper, and has given to his readers in a necessarily brief article an admirable glimpse of the political conditions that prevail in England to-day. He says :—

> At the distance of Canada we get a view of the House of Lords that is partial, confusing, and exasperating. It is something infinitely more worthy than a House of Privilege, influenced by predatory instincts, and struggling to protect selfish interests. Between the classes and the masses in Great Britain, and both words are distasteful, there is a curious sympathy and identity. Those Peers of outstanding distinction who determine the decisions of the hereditary Chamber are the hard-working servants of the British people. It is misleading even to describe the House of Lords as an hereditary institution. From generation to generation it is recruited from the ranks of those who have achieved eminence in law, in literature, in medicine, in science . . . who have served the Empire, and the world with patient sacrifice and unwearied labour in Egypt, and India and Africa, and in the Overseas Dominions, and established justice, freedom, and security as the supreme test and product of British institutions.

When we read so much in some of the Canadian papers about the contest between the "Peers and the People," and know, as the elections have shown, that there is in reality no cry that has fallen so flat as that of "Down with the House of Lords," it seems to us that Mr. Willison has done good service in sending home an antidote to the somewhat rabid nonsense talked about privilege and a suffering people.

The *Montreal Star*, which has a resident correspondent in London, has made some very smart forecasts. The *Toronto Star*, one of the journals that sent a special representative to England, sympathises with Mr. Lloyd George, who, according to a special correspondent of a Brisbane paper, is in every part of Europe "regarded as a Socialist who may rapidly become an Anarchist." The *Toronto Star*, however, seems to wish that Canadian Radicals should take lessons from the Chancellor of the Exchequer. This special correspondent, indeed, has so great an admiration for Mr. Lloyd George that he ventures to say :—"The opinion is growing that Lloyd George, author of the famous Budget and undoubtedly the greatest power in the Liberal ranks, will succeed Asquith if the Liberals win the election. As the head and shoulders of the Liberals' fight, Lloyd George is naturally being subjected to the most bitter attacks, but it is this very fact that emphasises his leadership and will probably result in his elevation to the Premiership should the Liberals win." But this correspondent has not proved a very trustworthy prophet, for he was bold enough to say within ten days of the elections that the prospects of the Liberals were improving, when the general impression, which has been borne out, too, by the results, was that the longer the event was put off the better chance had the Unionists of educating the people as to what Tariff Reform would do for them.

Mr. John Robinson, the editor of the Toronto *Evening Telegram*, on the other hand, discusses the fiscal problem, and says that :—"Half a dozen men in Canada, headed by George E. Foster, could drive Asquith from the platform in a debate on the merits of Protection versus Free Trade." Then in a pithy sentence he sums up the methods of the two leaders as follows :—"With perfect courtesy Balfour led his Hanley audience to believe that Asquith was ignorant or untruthful in his over-estimate of Britain's naval strength. With equally perfect sincerity Asquith suggested to the Bath audience that Balfour knew the truth, and spoke falsehood in over-estimating the danger from Germany." Mr. Robinson's messages to his paper have been pungent and virile, and even his political opponents must admit that what he says is always to the point and with no wasted words.

Finally we come to the correspondent of the *Toronto Globe*, who informs the readers of his paper that "it will probably make for mutual goodwill if you tell the people of Canada through the columns of the *Globe* that the Liberals of England have never thought so meanly of you as to believe that the loyalty of the Overseas Dominions would be sapped by a refusal on our part to tax foreign food supplies for your benefit." In other words, according to the correspondent, the Liberals of England are very willing to accept the preference given by Canada, but wish Canadians thoroughly to understand that, in spite of Sir Wilfrid's Laurier's expectations, they must look for nothing in return. We note, too, that the same correspondent is much concerned about the teeth, or want of them, of his Cobdenite friends in Manchester. This seems to have no bearing on the election, for we cannot see that the lack of teeth make a man a Free Trader or that Free Trade has caused premature decay of molars. It may be that the correspondent is pointing to an opening for Canadian dentists, in which case his patriotism is deserving of commendation.

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NOTES OF THE WEEK.

Canada Quoted. It is curious to see the ingenuity with which Canada's position to-day under protective tariffs is used as an example of the evil of Protection by the Cobdenite Press. The *Daily News* the other day contained an article devoted to the abuse of Sir John Macdonald for introducing tariffs into the Dominion, and to an elaborate effort to show that Canada is not to-day prosperous. One of the consequences of the tariffs, we are told, is "hostility to Great Britain under the mask of patriotism." Another is "high prices and low wages, the reward of labour being kept down by systematic Government recruiting from overseas for Canadian factories, so that the Canadian worker had not only to buy dear, but to pay to procure competition against himself." Was there ever so much misrepresentation crammed into a few words? Whatever one's opinion may be as to the wisdom of imposing tariffs on imports, the fact remains that Canada has prospered and progressed marvellously under that policy. Moreover, Sir John Macdonald's political opponents have acknowledged the fact by continuing his policy. It is strange, too, to hear anyone in the Old Country talk of Canada as a country of high prices and low wages. What is the condition of England under Cobdenite rule? There is a section of the Canadian Press that is never tired of pointing to the condition of the English working classes as something to be deplored. But no one, we fancy, except the *Daily News*, would say anything of the kind of the lot of the labouring classes of Canada. To talk of "systematic Government recruiting from oversea for Canadian factories" in order to procure competition against the Canadian workman is childishly absurd. Here we have a great country crying out for labour for the development of its resources, and we are told, forsooth, that the imported labour is procured to make life hard for the Canadian workman! The *Daily News* correspondent has evidently sat at the feet of Mr. Trotter. His article is a gross libel on Canada and its Government.

* * *

Electioneering Advertising for Canada. Canada is obtaining various kinds of publicity during this election campaign. It is as true as it is unfortunate that most of it of a "dubious" kind, is found in the columns of the Radical Press. The returned ne'er-do-well, who is almost invariably found in those populous localities where the loafing element has the best time, has been given exceptional opportunities of explaining the causes of his failure in cold type, and more "fairy tales" have been told about lack of work, the low rates of wages, and high cost of living, than it would have been possible for Lord Strathcona and Mr. Obed Smith to contradict, even if they had considered it worth while to do so. In most cases the answers have come from correspondents who have successful relations in Canada or from visiting Canadians spending the winter, and some of their savings, in the Old Country. It seems quite likely that one of the reasons why the "rural" constituencies have shown such a friendly attitude towards the party of Tariff Reform lies in the fact that there are few villages and small country towns where there is not someone receiving a monthly letter of good news or a remittance from son or daughter, relation or friend, who is doing well in the poor "protection-ridden Colonies." In the country districts news of this kind spreads with something of the rapidity of the bazaar rumour in India, while in the big towns the "returned empties" go back into still greater obscurity than that from which they temporarily emerged when they announced their intention of becoming "exiles." "Hodge" is not such a fool as he's painted by those who don't know a mangel from a turnip.

* * *

Wages and the Cost of Living. The most common misrepresentation has been in connection with the comparative cost of living on both sides of the Atlantic. In most cases the question has been written or talked about without any regard to the comparative rate of wages, while the cost of a suit of cheap clothes in an industrial centre in England has been not infrequently compared with that of a Canadian store hundreds of miles "up country." Another cause for the discrepancy of the statements lies in the fact that persons of different classes and habits of life have been using wrong premises for their arguments. To be fair, the comparisons must be made between the same class of labour living in similar localities east end with east end in the larger towns. Of course, in the long run, all the world over, the comparative cost of living depends upon the qualifications of the housekeeper and the habits of the family or individual. To represent that the average working class emigrant from town or country here need pay very much more for his board and clothing in town or country in Canada is something worse than a terminological inexactitude. As to the difference in earnings, we commend to our artisan and agricultural readers a study of the *Labour Gazette* issued monthly by the Dominion Government at Ottawa, price three cents (1½d.). The literature issued by the Canadian Trades-Unions, as well as by the Canadian Manufacturers' Association, might also be read with advantage by some "Free Trade" stump orators.

* * *

"The Glory of Canada." What is the glory of Canada? We fancy that most people would answer that it was her wheat. But that is not Sir Wilfrid Laurier's reply to the question. In a speech he made recently at Toronto he said :—"The Canadian winter is the glory of Canada. I do not know anything so beautiful as a beautiful winter day, not, perhaps, such as you have in Toronto—you cannot have everything in Toronto—but like we have in Ottawa, in Montreal, or in Quebec, where the rays of the sun glisten upon the white carpet which extends as far as the eye can go towards the horizon. There is nothing quite so beautiful, unless it be a beautiful winter night when the bluest of all skies is studded with millions of gems never seen to such advantage in any other country." Sir Wilfrid has said in his inimitable way, and in language that is as beautiful as the scene he describes, what we have often striven to instil into the minds of our readers, namely, that the Canadian winter is not a subject of which we need fear to speak. The Canadian Premier said that there was a legend, an impression outside Canada, and sometimes also in Canada, that the Canadian winter was a drawback to Canada, but he did not share that feeling himself. Far from being a drawback, he says it is "the glory of Canada."

* * *

Unmerited Criticism. The advocacy by Dr. Gray, Warden of Bradfield College, of the Public Schools' League for Imperial Land Settlement in the Overseas Dominions, and his pioneer effort in Western Canada, where he bought a farm in the interests of his Bradfield boys, have called forth much sympathy and appreciation. But it appears that it is hard to please everybody. A correspondent who has written to the *Spectator* criticises the scheme. He takes sentences from an article in the *Spectator* out of their context, and then proceeds to jeer and sneer at them. For instance, referring to the fact that the article pointed out that life and work at the Bradfield Ranch were to be free from the indignities and the dirtiness which are frequently and unnecessarily associated with the work of a farm pupil, he says: "So mother's darling is not to dirty his hands, after all." This is a peculiarly ungenerous sneer, for it was perfectly clear that the words "dirtiness and indignities" used by Dr. Gray in his pamphlet did not, and could not, refer to any kind of work in the stable or in the field, but to certain other conditions which boys brought up "simply, hardy, and strenuously" in their English home have, as Dr. Gray says, experienced in Western Canada—such as the absence of washing apparatus and the sharing of a bed with a stranger. Such conditions, as the Warden of Bradfield College very rightly says, have not unnaturally disgusted the English-bred boy, even when eager to do the "dirty" and often menial work inseparable from a farming life. Dr. Gray has done a good work in advocating his scheme, and the sympathy of every fair-minded man will be his in the very ungenerous and unfair attack that has been made on his scheme.

* * *

Canada as Britain's Granary. It has often been stated lately that a small tax on imported wheat would increase the price of bread in Great Britain, and that there was no possibility within any reasonable time of the Overseas Dominions increasing their grain productions sufficiently to provide the whole of Great Britain's needs. A complete answer to these statements is supplied by Mr. F. W. Thompson, vice-president and managing director of the Ogilvie Flour Milling Company. Mr. Thompson has expressed himself as convinced that Great Britain would be justified in putting a small tax on imported wheat. He points out that Canada, India, and Australia, after providing for their own consumption, will have exported 150 million bushels in either wheat or flour, or more than 50 per cent. of the total requirements of the United Kingdom and other portions of the Empire that are dependent upon outside sources for their bread supplies. Further, Mr. Thompson is of the opinion that Canada alone could produce the supply that is necessary. The North-West has—taken at a conservative estimate—he says, at least one hundred millions of acres of wheat-producing land, of which only seven millions have as yet been brought under cultivation. These seven million acres produced last year 115,000,000 bushels of wheat. A small arithmetical calculation will show that the North-West is capable of producing 1,600,000,000 bushels—a yield equal to more than half the present total production of the world, and more than three times the requirements of the whole of the British Empire, and more than five times the amount needed by those portions of the Empire that are dependent on outside sources for their bread supplies. Mr. Thompson went on to say that a tax on foreign grain with free importation into the United Kingdom of wheat and flour within the Empire would be a boon to Canada and give her the assistance she needs. Moreover, the price of bread in England would not be increased thereby.

* * *

A Canadian Survey Steamer. The launch of a steamship at Newcastle-on-Tyne last week, specially built for the hydrographic service of the Dominion Department of Marine, serves as a reminder that it is not only in the matter of naval defence that Canada is preparing to take a larger share in work which has hitherto been left to the Admiralty. The *Cartier*, appropriately named after the celebrated French-Canadian explorer, is to complete a much-needed hydrographic survey of the eastern coast of Canada, while, in the near future, it is understood that the similar work so long performed by H.M.S. *Egeria* and her predecessors on the Pacific coast, will be undertaken by another specially constructed vessel to be equipped and maintained by the Dominion.

* * *

The C.P.R. Colonization Scheme. The colonization scheme of the Canadian Pacific Railway—details of which we gave recently—bids fair to be a great success. We understand that the company's land department is inundated with applications, personal and by letter, from would-be settlers. So heavy has been the work entailed that the staff has to be considerably augmented, and even now has as much as it can do to cope with the work. Out of the hundreds of applicants, a selection has been made of thirty to begin with. These thirty families are to sail on March 25, and the company hopes to despatch further parties periodically until, in the course of twelve months, five hundred families have been settled on the company's lands. There has been some disappointment among some of the applicants at seeing a preference given to small tenant farmers and agricultural labourers. While we sympathise with the non-successful applicants, we are bound to say that it is only natural for the company to select men most likely to succeed. However, we understand that, in course of time, men of no agricultural experience will be taken, as there is no determination on the part of the company to take only agriculturists.

NEWS BY CABLE.

The Disastrous Railway Accident Near Espanola.

This week's cable messages from Canada contain news of a terrible railway accident—said to be the worst which has ever occurred in the Dominion—which took place on the C.P.R. line at Espanola, Ontario. The train was crossing a bridge over the Spanish River, when, from some cause not yet ascertained, but thought to be a broken rail or axle, the bogeys of a second-class car jumped the tracks. Striking the end of a culvert, this vehicle was split in two as cleanly as though cut with a knife, and the momentum of the train carried one half of the coach and three other cars down the bank into the river. The ice broke under the weight of the falling cars, and most of the passengers in them were drowned. Fire broke out in the half of the car left on the bridge, and several people were burned to death.

An official report gives the number of deaths as thirty, and of the injured as forty-two, but other accounts state that seventy lives were lost, and ninety people injured.

Conductor Reynolds, who was in one of the cars that were submerged, saved eight lives. He broke a window, through which he dived, and luckily the ice was sufficiently shattered to enable him to come to the surface. He then pulled through the window a lad of six. Subsequently getting on the roof of the coach he, with his bare hands, broke open the roof and pulled the seven passengers in the car into safety.

CORRESPONDENCE.

"CANADA'S DESTINY."

The letter that we recently published on this subject has brought us several replies. We print two of these letters this week, both of which are from prominent Canadians in this country, who, from their intimate knowledge of Canada and their acquaintance with leading opinion in the Dominion, can speak with authority on the subject under discussion.

To the Editor of *Canada*.

SIR,—"McGill Graduate's" letter in your issue of January 8, on the subject of "Canada's Destiny," does paint a gloomy picture of Canadian disaffection, but, in my opinion, he has accepted as a condition of to-day what only, under certain circumstances, mght become a condition of the future.

Beyond question, British sentiment prevails in Canada, and Canadians, whether of British or French extraction, are loyal to the Crown. Settlers from the United States and from the Continent of Europe (though quickly becoming good Canadians) cannot be expected to have any particular interest in Great Britain except inasmuch as to them British rule, as experienced in Canada, ensures to all men liberty to work and live. If for any cause the question of Canada seceding became a live issue, self-interest alone would influence such settlers and their descendants. They would ask themselves "Could we be certain of the same liberty and protection under a Canadian National Flag as under the Union Jack, and would our material interests be better, or even as well, served?"

It rests largely with the Motherland to foster British sentiment in Canada by sending out her surplus population, whose natural loyalty would do much to counteract any contrary feeling among non-British settlers.

The desire among Canadians to-day is to be made to feel that Canada really is a part of the Empire. All native-born Canadians are naturally proud of being part of the Empire on which the sun never sets, and are happy in the responsibilities that connection imposes.

In her turn, it is only necessary for Britain to understand and be proud of Canada, and make her feel in all ways (material and sentimental)—that she is not a mere dependent, a negligible quantity—but a great and essential part of the Empire to prevent the fulfilment of "McGill Graduate's" prophecy. SALOPIAN.

To the Editor of *Canada*.

SIR.—I have read with great interest the letter by "McGill Graduate" on "Canada's Destiny" in your issue of the 8th inst.

Your correspondent is to be congratulated on having placed the subject before the British public in a temperate and masterful manner. He speaks, I am sure, what is in the minds of a large number of the younger Canadians of to-day, and it will be well for those who have at heart the welfare of that great Dominion to ponder over what he has said.

Should the Mother Country fall into the hands of a strong Liberal-Socialist Government, with the power of the Second Chamber crippled by Socialistic legislation, there is no foretelling what may happen.

Allowing for the best intentions on the part of Germany, her enormous naval preparations, if not *now* directed against us, will provide a ready weapon in the hands of the war party of that country when the hour comes for the extension of her trade.

In what position will the Colonies of Great Britain be if she herself is conquered and her sea power gone?

Canada, notwithstanding the power and influence of her great southern neighbour, has no intention of being forced into a union with her. I am old enough to remember the time when such an event was talked of quite openly, but the day has gone by. Canada has begun to feel herself, to know and appreciate the great magnetic power working within her, to look forward to greater things to come, in short, her "Destiny." What will it be? Who can possibly foretell? Her policy must be shaped, and then directed into the right course. Defence, not defiance must be her motto, but the "strong man armed" must be her guiding principle.

God forbid that our beloved Britain should ever be humbled to the dust, but, if a Divine Providence should so ordain it, then the great Dominion of Canada ought to be ready to hold out her hand to raise her parent once again to the position she has so proudly held for generations past.

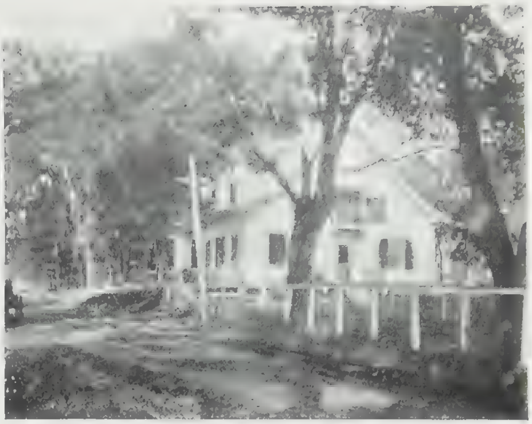
Canada has everything in her favour to become a very powerful nation. She possesses a country large enough, and a climate sufficiently varied, to entice the best classes from other nations to come in. She has already a brave, loyal, and law-abiding population. Her constitution is founded on a sound basis. Only let her politicians be true to themselves and to their country. Let her children be properly educated. And, above all, let the Christian religion be the root of her national aspirations. *Then* may she look forward with confidence to the great future that undoubtedly awaits her.—I remain, Sir. AN OLD U.C. COLLEGE BOY.

London, January 18, 1910.

An Old French Town in the Province of Quebec.

— A Visit to Nicolet. —

THE RIVER ROAD AT NICOLET.



THE OLD SEIGNORIAL MANOR HOUSE.

IN the Province of Quebec there are to be found a river, a lake, a town, a seigniory, and a county all bearing the name of Nicolet, after one of the early French explorers. The river is one of the tributaries of the St. Lawrence, into which it falls at the lower end of Lake St. Peter, about midway between Montreal and Quebec. The town is prettily situated on the banks of the river about two miles from its mouth. We reproduce on this page photographs, taken in its vicinity, which will give some idea of the picturesqueness of this part of Canada. The group of old pine trees shown in one of the pictures stands in the centre of the town and forms one of the old landmarks of the place. They are the chief survivors of a grove, about half an acre in extent, of old monarchs of the forest, which although about two miles from the banks of the St. Lawrence, nevertheless stood so high above their surroundings as to serve as a landmark for pilots navigating the St. Lawrence in the olden days, when the channel was not so clearly defined as it is now. One of these trees measures over thirteen feet in circumference about four feet above the ground.

THE OLD PINES OF NICOLET.

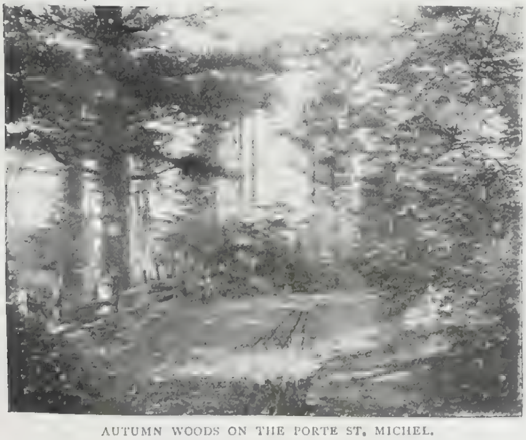
Most of the photographs were taken along the river road which runs from the town down towards the mouth of the river. The old seignorial manor-house, once the property of the seignors of the parish, stands on this road, and is noticeable as showing the graceful roof curves of many of the old French houses in this part of the country. The seignory of Nicolet was originally granted in 1672 by Jean Talon, the Intendant, to the Sieur de Laubia. Its bounds were extended by a subsequent grant so as to comprise one league above and one league below the River Nicolet by four leagues in depth running back from the River St. Lawrence. After the cession of Canada to Great Britain it was purchased by a British officer, Captain Kenelm Connor Chandler, of the 60th Regiment, and still remains in the hands of his descendants. He resided in the manor-house until his death in 1850, and was buried beneath the little church of St. Bartholomew (Anglican), founded by him, which stands a little further along the road.

As in many other parts of the Province of Quebec, the French population has gradually ousted the English-speaking settlers, and the little church now stands silent and deserted and falling into ruins, no services being held in it owing to the fact that the congregation has vanished. The population of the town is now entirely French-speaking and Roman Catholic. Still further along the river road will be found an excellent example of a typical old French-Canadian farm house, built of local field-stone with broad joints of white mortar, solid wooden shutters to the windows, and a metal roof painted a dull red. This is reproduced.

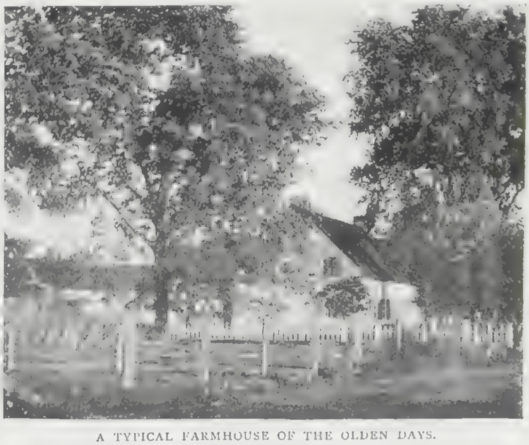
We also give some views of the near-by woods, which, unfortunately, do not tell the story of the glorious autumnal sunlight in which they were taken, or of the gorgeous tints of the crimson and golden maples and birches in gay contrast to the deep green of the towering pines. No pen can do justice to the vivid autumnal tints of the Canadian forest, which are seen at their gayest in the Province of Quebec, or to the glorious sunlight and bracing air of early October in this part of the country.

A. St. L. Trigge.

As a result of a petition to the King in Council from Prince Edward Island, the benefit of medical recognition on reciprocal terms with Great Britain, has been extended to that province.



AUTUMN WOODS ON THE PORTE ST. MICHEL.



A TYPICAL FARMHOUSE OF THE OLDEN DAYS.

Sport on the British Columbia Inlets.

SEEN FROM THE BOAT: A BLACK-TAIL DEER.

THE lucky individual, journeying perchance on business, perchance for pleasure, by steamer along the Pacific coast of Canada, will find much to occupy his attention. Unless he be cold as stone, the scenery alone is bound to impress him with its grandeur and its awesomeness; the whirls and eddies of an eight or ten-knot tide-rip, racing between the forest fringed islands of an archipelago formed by the tops of a mountain range long since submerged when Nature was in travail, will awaken and hold for a spell his interest and curiosity, be he never so phlegmatic; he may marvel at the gambols of a whale or a game of follow-my-leader played by a passing school of a whale's smaller cousins, the black-fish; the leaping salmon, hastening in myriads from the ocean to their fresh water spawning grounds; the diving water-fowl, the tumbling gulls, fighting and screaming over the scraps thrown from the cook's galley, will form a few of the many varied pictures from the book of Nature whose pages will be unfolded to his gaze.

Should he be by nature a sportsman and a nature-lover, as he passes the entrances of the numerous inlets, which cut deep into the land, mysterious portals to almost virgin hunting-grounds, he will yearn to approach more closely and probe more thoroughly at his leisure the secrets of Nature suggested by the passing view, and, indeed, what could afford a more fascinating and enjoyable outing than a week or two spent on one of the numerous inlets, which wind for miles through mountain walls in from the open sea to the heart of the great coast range? No need for an expensive outfit or high-priced guides, and no need to journey more than a few hours from a city. To my mind, the ideal way to enjoy a holiday in such a place is to take a row-boat, roomy and staunch enough to stand a fair sea, but light enough for self and companion to haul up anywhere along the shore where fancy leads to pitch a camp. With such a boat, a small tent, bedding, cooking utensils, and a box of groceries, a man can be independent of shops and fellow-men so long as the box of groceries hold out, or even longer, if he be not an epicure and over-particular about his food, for on this coast, given fishing-tackle and a gun, he need never want for a variety of food and lots of it at any time of year. If one thing is out of season, another will not be, and there is opportunity for enjoying sport in plenty with both rod and gun. Numerous streams of various size will be found emptying into the sea, tumbling in cataracts, maybe, for the greater part of their course, but at their mouths and in the pools near their outlets all yielding trout at the right time of year; here and there, in a cruise up the inlet, a little sheltered bay will open out, and in such the angler in the summer-time will surely find it easy to catch a dish of trout; rowing past the rocky points a spoon trolled deep will catch the rock cod, as fine-flavoured a sea fish as one could wish for, in the narrower and shallower passages where the tides run strong the big black cod can be caught in plenty, while almost anywhere along the coast, when the run is on, fresh salmon may figure on the menu.

THE INLETS ARE FULL OF SUCH SALMON IN THE "FALL."

To describe adequately the wealth of animal and fish life that these inland waters afford seems hopeless. Sailing or rowing leisurely between the shores, the Nature-pictures vary with the seasons, but are always full of life. In the spring as the sun begins to make his strength felt, the blue-grouse can be heard everywhere on either side, their low, ventroloquial note carrying far across the water; the white-headed sea-eagle calls attention to his presence by screaming overhead, and, as we look up, we see his mate busy at the side of their nest, built in the top-most fork of some dead forest giant. Approaching nearer to the shore, we can hear a willow-grouse drumming on a fallen log in some thicket, and see a coon searching the water-edge for his meal of clams or mussels, or a mink scurrying post-haste among the rocks intent only on his own business and quite oblivious of our near approach.

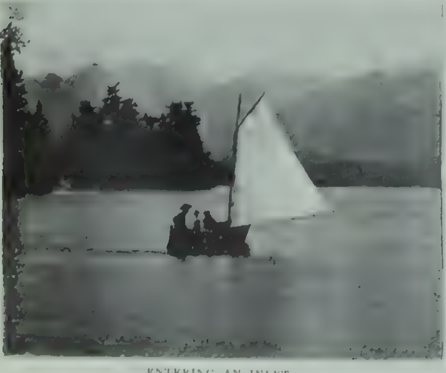
At any time of year, by rowing slowly along the shore, you are almost sure to see some deer right at the water's edge, particularly in the early morning or in the evening, or when the tide is low, and they come to nibble at the seaweed for the salt. Then it is easy to get a shot with rifle or camera, for they seem to have no fear at all of a man in a boat, and will stand and watch him until he comes quite close to shore; indeed, I have often paddled a canoe to within a few yards, trying from curiosity to see how near I could get before they would take alarm. Several times I have seen a black bear roaming near the shore, and before now rowed quietly near enough to try a shot.

As you are rowing or sailing between the mountain sides of the inlet, scan the heights where the rocky bluffs appear to view, and you will often be able, if your eyes are good, to make out some white specks on the steep slopes or edges of the precipices; watch them well, and you will presently see one move, and then you will be sure that what you are looking at are not patches of snow or white rocks, but members of the family of Rocky Mountain goats, those animals so interesting to naturalists, which keep their white coats all the year round and form a sort of connecting-link between the goats and the antelopes. These animals are common enough on the mountains of the coast, and easily obtained by those who have the muscles and energy to climb to the steep and rocky heights, where they are as much at home as if on level ground; ungainly and heavy in appearance, they can run with ease where no man can follow them.

Truly a wealth of sport is here for those who are content with all but the biggest and shyest of our game. Trout and salmon, and cod, and, for change of food, clams for the digging on the beaches, and crabs in the bays; grouse in plenty in the hills, deer to be shot easiest from the boat by rowing slowly along the shore, bear in the swamps and berry-patches in the springtime and along the creek-beds in the autumn, pawing out the salmon which literally fill the creeks; goats in the hills, high up in summer, but coming lower as the snow creeps down the mountain-sides, and sometimes even to be shot at the water-edge in early morning, where presumably they too come for salt. In the winter the wealth of fish and game is augmented by the advent of myriads of waterfowl of many species.

What more can the lover of outdoor life desire? Be your favourite sport or hobby shooting or fishing, canoeing or sailing, photography or sketching, the study of birds or beasts or fishes, take a trip on a B.C. inlet and you can indulge it to your heart's content, and, once you come, you will leave it with regret, and be ever hankering for a repetition of a most delightful experience.

R. L. P.



ENTERING AN INLET.

A CAMP ON THE SHORE OF AN INLET.

OUR PRIZE WINNER'S TOUR: My Second Thousand Miles in Canada. II.

BY WILLIAM BLAYNAY.

THERE are at the present moment two railway routes open between Fort William and Winnipeg—the C.P.R. and the C.N.R.—and a third—the Grand Trunk Pacific—is on the point of completion. Of the first two I was told that the C.N.R. route is by far the most picturesque, but that the one train a day from Port Arthur, through Fort William, to the Manitoban capital, is practically a night train, thus debarring the traveller from much of the enjoyment of its picturesqueness. This route is slightly over nineteen miles longer than the C.P.R., whose measured distance is 420 miles. Selecting the C.P.R. train, which would give me most daylight on the run, I left Fort William about midnight, on the Toronto express running daily between that city and Winnipeg. As luck would have it, an accident on the line just beyond Ignace, our first stopping-place, delayed us four hours during the night; this enabled me to see much more of the country than I should otherwise have done. The C.P.R. has quite recently completed its double tracking between Fort William and Winnipeg. Had this not been the case in the neighbourhood of Ignace the delay would have been a very much longer affair. One of the heavily laden 40-ton box cars of a freight train ahead of us had left the rails and obtruded itself across the other track, completely blocking both tracks in a rather extensive cutting. A large and effective break-down gang, however, was not long in removing the obstacle, once the men got to work.

THE NEW POST OFFICE BUILDING AT WINNIPEG

The double tracking of the Winnipeg-Fort William section of the line has proved rather troublesome in one or two places, notably where extensive marshes and shallow lakes have had to be crossed; but the improvement was of enormous benefit to the C.P.R. in rushing last year's bumper wheat crop from the West to the elevators at Fort William.

For the first two hundred miles the country is rather monotonously tame; it is a succession of forests of small growth, marshes and rocks, with here and there a section or two of cultivated land. The forests consist of firs, birch, and poplar. Just before passing from this rather uninteresting region, we ran through a station and a small but evidently growing town, named Dinorwic. The good people of North Wales will doubtless be pleased to know that the Carnarvonshire town of Port Dinorwic has its name perpetuated in the great Dominion of Canada.

The only place of any size or importance between Fort William and Winnipeg is Kenora, which has a population of about 7,000. The original name of this place was Rat Portage, with which the good citizens became somewhat displeased. When they decided upon a change they built up the name Kenora from the first two letters of each of the three places which had most right to give the town its name—KE-ewatin, NO-rman, and RA-t Portage. Kenora is fast becoming a popular summer resort for the people of Winnipeg. It is built on the shores of the Lake of the Woods, with its many thousands of islands and islets, and its steamboat service to Fort Frances, and other points, providing as much as 300 miles of navigation. On the right of the line going west are the huge flour mills, warehouses, and sidings of the Lake of the Woods Milling Company. About 120 miles of the track in this district run through an exceedingly wild and picturesque country, terminating near the Manitoban boundary. Mining, lumbering, and some small amount of agriculture are its principal industries.

On leaving New Ontario for Manitoba, the traveller will notice a gradual change in the land. At first it is marshy and apparently useless, but always flat; then considerable tracts of cultivated land come into view, intermingled with much that is wild, until at last the railway passes through country every bit of which is occupied, developed, and cultivated. Here he begins to think that Winnipeg cannot be very far away, and his imagination is supported by the fact that there is a general movement among the passengers throughout the car in preparation for leaving it.

Manitoba finds us on the great prairie of Canada, where the land appears and disappears with little or no variation for nearly 1,000 miles of our journey across the continent. Long before reaching Winnipeg I was struck with the size and elegance of the farmhouses and buildings on each side of the line. Prosperity and plenty seemed to be written on the face of every one of them, and yet the only source of these valuable qualities lies in the quantity and quality of the wheat which the prairie will produce, and that without any extraneous trouble or care on the part of the farmers.

The C.P.R. station at Winnipeg is commodious, clean, well appointed, and well officered, as befits the railway depôt of a city of the size and importance and possibilities of Winnipeg. Adjoining it is one of Canada's premier hotels, the Royal Alexandra. Another huge station is being built in Winnipeg; this will be known as the Fort Garry Station, and into it will run the tracks of the C.N.R., the G.T.P., and the Great Northern, now using a temporary union depot. In point of size, architecture, and accommodation, this new station will be a formidable rival of the handsome C.P.R. depot.

A British journalist the other day made the startling remark in a prominent London daily that Winnipeg was run on American capital. This may be true in a minor, inconsequent sense, seeing that American capital has established and is running many industrial concerns in the city, but I could not hear of one solitary cent of American money on loan in Winnipeg, whereas British capital is to be heard of on loan there by the million sterling, one firm alone controlling £4,000,000 of British insurance money invested on mortgage of some of the huge blocks of buildings which are becoming such a prominent feature of the city. The property on Portage Avenue, one of the principal streets of Winnipeg, is largely owned by British capital, and there are several prominent real estate firms in the city, whose businesses have been practically built up through their control of British money held for investment purposes.

When looking over the city of Winnipeg one begins to wonder what it is that has made the place. Certainly not its position, nor any natural advantages, for of these latter it has none. Its people, simply through indomitable courage and perseverance, through faith, hope, and optimism unbounded, have created from within itself this great metropolis of Central Canada, which is now spreading itself in all directions out across the bald prairie.

Winnipeggers love to boast of having the longest street in the world, their contention being that Portage Avenue forms part of the commencement of the great trail to Edmonton, 800 miles away. Winnipeg's rapid progress and vast prosperity are due in no small measure to its admirable administration. Strenuous efforts are now being made to organise a great World's Exposition there for 1913, in celebration of the centenary of the arrival in the locality of the Selkirk Expedition, which came by way of Hudson's Bay. The support in this laudable enterprise of the Dominion Government, the various Provincial Governments, and the chief cities of Canada, is being eagerly and actively sought by the promoters.

One thing which attracted my attention in Winnipeg was the large amount of work to be had for the asking. Employment agencies exist all over the city, and outside these offices, in their windows, and on their walls, were scores of placards asking for farm hands, teamsters, miners, lumberers, labourers for railway work, etc., in many cases by the hundred, and all at good wages, which were scarcely ever below 8s. a day. Moreover, one of the local papers has to devote practically a whole page every day to its advertisements for "Helps." In this democratic country a "servant" is called a "help!" It certainly sounds a more aristocratic appellation, but what's in a name after all? The work amounts to the same thing, by whatever name the worker is classified.

Among the cities of the West, the race for premier place of the future now seems to lie between Winnipeg and Vancouver. Winnipeg certainly leads at present, but the possibilities of Vancouver as the outlet on the coast of three transcontinental railways, and by the cheapening of freight rates to Europe from many parts of Western Canada, by the opening of the Panama Canal, are unbounded, unlimited, to say nothing of the probabilities of a coming export trade of enormous proportions to the awakening East, the cultivation of which should be strenuously and carefully promoted by Canadians.

A long chat with Mr. Bruce Walker, Superintendent of Immigration, who kindly took me through the various departments of the Immigration Hall, revealed a method of dealing with immigrants beyond all expectation or anticipation. Whatever the nationality of the immigrant, there is some officer or other stationed at the Hall, who is able to speak and interpret his language, though it is on record that a Highlander once appeared there who could speak nothing but pure, unadulterated Gaelic, and no one could be found who could understand a word of what he was saying! Accommodation can be provided at the Hall for upwards of 1,000 immigrants; comfortable beds, large lavatories, and bath-rooms, and complete arrangements for cooking and the washing of clothes are all dominant features of the institution; whilst a register is kept containing particulars of the hundreds of vacancies for farm hands and labourers throughout the Prairie Provinces. From this register the immigrant selects the sort of work which he thinks will suit him, and is at once started off on the journey to his future employer, but not before valuable information and advice has been imparted to him by one or other of the immigration officials, all of whom are specially familiar with the varying conditions existing in life and work in different parts of Canada.

Photographs illustrating Mr. Blaynay's tour are reproduced on our middle pages.

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PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Earl Grey visited the Angus shops of the C.P.R. at Montreal recently for the purpose of presenting the certificates and medallions to the successful members of the St. John's Ambulance Corps. An interesting display of the work of this efficient corps in first aid to the injured was given. Addressing the employees, Earl Grey referred to the fact that Lady Grey had received a medal from the association. His Excellency said he had no fear to go into the most distant camp without a physician, knowing that in time of accident she would be competent to render first aid.

* *

A most brilliant scene was witnessed in the Windsor Hall on the occasion of the annual charity ball in aid of the Montreal Maternity Hospital. The Governor-General, with the Countess Grey, Lady Evelyn Grey, the Earl and Countess of Lanesborough, Lady Eileen Butler, and their suite were among the guests present.

* *

Earl Grey's new Military Secretary, the Earl of Lanesborough, with the Countess of Lanesborough and their family have been staying at Government House since their arrival in the capital, while Rideau Cottage is being put into order for them. Lady Grey recently invited a number of Ottawa's prominent hostesses to meet Lady Lanesborough at tea. Lady Evelyn Grey and Lady Eileen Butler, the later Lady Lanesborough's elder daughter, were also present, and the guests included Lady Cartwright, Lady Fitzpatrick, Madame Brodeur, Mrs. Frank Oliver, Mrs. R. L. Borden, Mrs. Clifford Sifton, Mrs Kirschoffer, Mrs. Otter, Madame Belcourt, Mrs. Charles A. E. Harriss, Mrs. de la Cherois Irwin, Mrs. John Gilmour, Madame Girouard, Mrs. Idington, Mrs. H. K. Egan, Mrs. Collingwood Schreiber, Mrs. Robert Gill, Madame Marcil, Mrs. Walter Cassels, Mrs. Duff and Mrs. Molson Macpherson of Quebec.

* *

During Sir Wilfrid Laurier's recent visit to Toronto, in which he was accompanied by the Hon. Mackenzie King, Minister of Labour, a deputation of South African veterans were introduced by Mr. H. H. Dewart, K.C. They requested that the time for making entries for the three hundred and twenty acres of land which all veterans are entitled to under the Veterans' Bounty Act, should be extended by two years. The request affects 3,800 veterans, who have not made entries, and unless an extension of time is granted these men will have to sell out their claims to speculators. Representatives of the Architects' Association also waited upon Sir Wilfrid to urge the adoption by the Government of the plans recommended by the association for the addition to the Government buildings at Ottawa.

* *

The continued illness of the Hon. L. P. Brodeur, Minister of Marine, renders it necessary for him to be replaced, temporarily at least; and the Hon. William Pugsley, Minister of Public Works, it is thought, will take over his portfolio. The charge of the Naval Bill has been given to Sir Frederick Borden, Minister of Militia and Defence. Another change in the Dominion Cabinet is foreshadowed through the increasing deafness of the Hon. A. B. Aylesworth, Minister of Justice. It is reported that owing to this affliction he will shortly resign.

* *

Lord Strathcona has given $5,000 towards the fund which is being raised in conection with the Roman Catholic Eucharistic Congress, which is to be held in Montreal in September next.

The appointment of Mr. George McLea Brown to succeed the late Mr. Archer Baker in the increasingly important office of manager of the Canadian Pacific Railway in Europe, came as no surprise to those who had made the acquaintance of Mr. Brown during the twenty-two years he spent in the service of the C.P.R. in Canada. There his organising abilities, courtesy and tact gained him speedy promotion from the day in 1886 when, while in his twenty-first year, he took part in arranging the details of the then recently established transcontinental passenger service from the Atlantic to the Pacific Coast, having his headquarters at Vancouver. After representing the company for some time in British Columbia, Mr. Brown added to his experiences in the position of manager of the hotel, restaurant, dining and sleeping car services of the company. With these in operation upon a satisfactory systematic footing, the next task laid upon Mr. Brown was in connection with the transatlantic steamship services of the company soon after the introduction of the celebrated *Empresses* to that route. As general passenger agent, with headquarters at Montreal, Mr. Brown naturally came into contact with all the principal business and tourist travellers between Europe and the Dominion. The experience thus acquired eminently fitted him for that position of traffic agent in London which he took up last year and for the still more onerous and responsible office to which he has now been appointed. Mr. Brown is a native of Hamilton, in the Province of Ontario, but has relatives in England, and spent a portion of his schooldays at Shrewsbury. In physique as well as in manner Mr. Brown is an attractive personality, standing considerably over 6ft. and being robust in proportion.

Photo by] [*Brown, Barnes & Bell.*

MR. G. McL. BROWN,

The newly-appointed European Manager of the C.P.R.

* *

Mr. Charles Archer, K.C., of the legal firm of Messrs. Archer, Perron, and Taschereau, has been appointed judge of the Superior Court of Montreal, to fill the vacancy created by the death of the late Judge Curran.

* *

In St. Andrew's Church, Toronto, recently, the marriage was solemnised of Miss Helen Gordon Davidson, second daughter of Col. John and Mrs. Davidson, to Major Walter Home, of South Africa.

A luncheon, to meet Sir Thomas Shaughnessy, the president of the Canadian Pacific Railway, was given last week by Mr. Sam Fay, amongst those present being many well known managers of English and other railways. Sir Thomas has returned to Canada

* *

The two Nova Scotia senatorships, which have been vacant for over a year, have been filled by the appointment of Mr. William Roche, now member for Halifax, in the Dominion House to one seat, and of Mr. Edward Farrell, of Liverpool, N.S., to the other. Mr. Roche was formerly a member of the Executive Council of Nova Scotia, and has sat in the Dominion House of Commons. Mr. Farrell has been Speaker of the Nova Scotia House of Assembly.

* *

The Hon. A. C. Rutherford, Premier of Alberta, has presented the League of the Empire with a large and very beautiful silk flag of that Province.

* *

Mr. M. J. Bulter, Deputy Minister of Railways and Canals in Canada, has resigned in order to accept the position of Second Vice-President and General Manager of the Dominion Steel and Coal Companies.

* *

Sir Frederick Macmillan, of London, has arrived in Toronto during the course of a tour of the Dominion.

* *

The Hon. Alexandre Chauveau has tendered his resignation as Judge of Sessions, a position which he has held for the past thirty years with eminence and ability. He will be replaced by the Hon. Charles Langelier, sheriff, of the district of Quebec.

* *

Mr. Hermann Ham Von Hamenheim has been appointed Consul General for Austria in Canada, replacing Mr. Alexandre Von Pesche de Kis Zsam. The new official has just arrived in Montreal from Belgrade, Servia, where he occupied a hazardous diplomatic post during the recent troubles in the Balkans.

* *

The Provincial Government of Ontario has appointed Mr. N. B. Colcock as chief Government Agent in London. The appointment has been announced by Sir James Whitney, following the completion of the provincial plans for an expansion and development of Ontario's colonisation work in the old country. Mr. Colcock, who was formerly engaged in journalistic work in the province has been as colonisation agent for Ontario in London for about a year.

* *

Sir Gilbert Parker, M.P., has been obliged to cancel all engagements, and has gone abroad with Lady Parker for a fortnight to recover his health, which has suffered as the result of hard work during the general election.

* *

Among the arrivals at Liverpool on Saturday last from St. John, N.B., on the *Empress of Britain* were Miss Doris Aldous and the Misses Florence and Maude Andrews of Winnipeg, Mrs. G. M. Bosworth and Miss Bosworth, Miss M. Baumgarten, Mrs. J. Alexander Gordon and Miss Gordon and Mr. H. S. S. Molson, all of Montreal; Mrs. Boyd and the Misses Doris and Sheila Boyd of Toronto; Mr. and Mrs. Charles E. L. Porteous and Miss Evelyn Porteous of Isle of Orleans, Quebec; and Mr. Pierre Garneau of Quebec.

* *

The Hon. Peter S. G. Mackenzie, who sits in the Provincial Legislature of Quebec as member for Richmond, has been appointed the successor of the Hon. W. A. Weir as holder of the Portfolio of Finance in the Quebec Cabinet.

* *

The concluding service in connection with the Jubilee commemoration of the Church in British Columbia will be held in St. Paul's Cathedral on Monday. The Bishop of London will be the preacher. The concluding meeting of the committee of the British Columbia Church Jubilee will be held in the afternoon at the Mansion House, when Sir Joseph Savory will be in the chair, and the speakers will include the Bishop of Kingston, the Hon. J. H. Turner, and Canon Beanlands.

HIGH INTEREST ON CAPITAL IN BRITISH COLUMBIA.

Some Instances of Profitable Investments in Land.

Mr. F. J. Maguire, of Vancouver, who has recently opened offices in London, in an interview with a representative of *Canada*, this week, stated that there was probably no place in the world where both money and labour were more valuable to-day than in British Columbia.

"The banks," he said, "get 7 and 8 per cent. interest even on their best advances, while 6 per cent. can be obtained on first mortgages on most valuable city property with not more than half the value lent on it. Such loans five years ago brought in a rate of 8 per cent. interest, indicating a marked increase in value and an improved sense of security. What might fairly be described as gilt-edged debentures of commercial undertakings can also be obtained bearing 6 per cent. interest, though there are, of course, a large number of flourishing industrial concerns whose ordinary stock or shares will yield the investor 8 or 12 per cent.

"It is in real estate, however," continued Mr. Maguire, "that the biggest advance in value has taken place within the past five years." The facts and figures in this connection were almost startling, a few specific instances being given by him in proof. About three years ago the Canada Life Assurance Company bought a site on Hastings Street, Vancouver, for a new office building at $1,900 per foot front, which could not be purchased to-day at less than $4,000, and it was doubtful if it could be got even at that figure. The Canadian Bank of Commerce, again, purchased a site in the same locality some years previously at about $900 per foot front which was worth now considerably more than $4,000. Adjoining these sites, but not so favourably located, property has actually changed hands within the past six months at $3,750 per foot front, which could easily have been obtained five years ago at about $1,000.

$4,000 BRINGS IN $90,000 IN FOUR YEARS.

"An almost corresponding rise of value has taken place throughout the whole business section of Vancouver and the west end residential district," Mr. Maguire explained. "In the latter plenty of vacant lots for building could have been obtained five years ago, whereas there are hardly any to be obtained now. This has resulted in the opening up of entirely new residential districts many miles out of the city, such as Fairview, Grandview, Kitsilano, and Point Grey, where already very high prices are being paid and numerous private residences erected, some of them costing as much as $25,000, and erected on ground now worth $20,000 per acre, which five years ago was uncleared, wild land which would not bring in more than $5,000 an acre.

"At that time two ladies purchased a sixty-acre plot about four miles from Vancouver post office in the Hastings town-site district for $4,000, the payments being spread over four years, and in November last they were offered $90,000 in cash for this property by a Vancouver real estate firm. Land within five miles of the post office was purchased within the past six years at $100 per acre, which is to-day selling as a sub-division, i.e., in building lots, at the rate of $2.500 per acre. The British Columbia Electric Company, an English concern, to meet this remarkable suburban development, has now got several branch lines running out three and five miles from the centre of the city, and all the cars are taxed to their utmost capacity, morning and evening, with suburban passengers."

"During the past six months or so there has been a wonderful activity in New Westminster property, both in the city and along the banks of the Fraser River, due probably to two main causes; first, the coming of the Canadian Northern Railway and the reputed purchase by that company of a considerable extent of land on the banks of the river, and, secondly, a strong feeling that the district is bound to be an important industrial centre, and that manufacturing will be to a large extent developed on the banks of the Fraser on account of its water facilities. It is probable that New Westminster and Vancouver will become merged into a single municipality before long."

In regard to the explanation, given by Mr. Steven, of Summerland, B.C., in an interview published last week, that this remarkable general development was due to the influx of farmers who had made their money in the Prairie Provinces, Mr. Maguire pointed out that such an influx could only be counted as one of many contributory causes and was not of so great importance as the American invasion from Seattle and other new cities to the south. These immigrants were pouring capital into industrial concerns, a branch of Canadian investment of which people from Great Britain appeared to be somewhat shy.

FROM $50 TO $200 AN ACRE IN A FEW YEARS.

Throughout the Province generally, he continued, the most striking development perhaps was in the demand for fruit lands, as much as $200 per acre being now paid for land which a few years ago could have been bought for less than $50. This land is, of course, either naturally or artificially irrigated and is favourably situated as regards facilities of transportation No one could estimate the extent of British Columbia's mineral wealth, not only in copper, gold, and silver-lead, but in coal, the coal deposits being the most extensive in the world, and that in the Kootenay alone being capable, according to government statistics, of yielding seventy million tons a year for seven thousand years. It was needless to make special reference to the lumbering and fishing industries, but it might be a surprise for some people to hear that there were over ten million acres of wheatlands in the province, which were for the most part uncultivated. Coming to Prince Rupert, where he himself had lived for more than a year, Mr. Maguire said that it was about four years since the first pile was driven in the townsite by surveyors of the Grand Trunk Pacific Railway, and for two or three years had hardly any inhabitants, while to-day its population was approximately 2.000.

The town now boasted four churches and as many theatres, several hotels, a theatre, a board of trade building, public and private electric light and telephones, while the growth in real estate had kept pace with these other developments. As is pretty well known, he explained, the first sale of Prince Rupert real estate by the Grand Trunk Pacific, which owns three-quarters of the townsite, took place last May, and the prices paid were regarded on all hands as being extremely high. In spite of this nearly every bit of land sold on that occasion had since then increased in value and been re-sold at from 25 to 100 per cent. profit, of which the following cases were typical:

The highest price paid at the sale was $16,500 for a double corner building lot, the cash payment thereon being $4,100, and since last May the purchaser has been offered $20.000, which would represent a profit of $3.500 on an original payment of $4,100.

A small building lot was also purchased at the same time by one of the Prince Rupert business men for $3,700, the cash payment being only $900 odd. The purchaser ha dsince been offered and had refused $6,500 for the lot, or a profit of $2,800 on the cash payment.

Mr. Maguire stated in conclusion that he could substantiate these statements if necessary and would be pleased to give further information to anyone interested in the prospects of the province.

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THE CANADIAN MARKET AND ITS PROSPECTS.

Interview with a Montreal Financier.

The increasing attention paid by the British investor to Canada was the subject of a conversation last Saturday between a representative of *Canada* and Mr. I. W. Killam, managing director of the Royal Securities Corporation, Ltd., which has its headquarters in Montreal, with branches in Toronto, Quebec, and Halifax, and of which Mr. W. M. Aitken is president. Mr. Killam expressed the opinion that "during the last three years the demand for Canadian securities by British investors and the facility with which new issues have been distributed here, has increased to a degree greatly exceeding the natural available supply of such new securities in Canada." This supply, Mr. Killam pointed out, must vary in proportion to the extent of development which goes on throughout the Dominion. During the last three years that development had been remarkable; villages had grown into towns, towns into cities, while the construction of new railway main lines and branches had caused hundreds of settlements to spring into existence. The result was shown not only in an increased issue of Government, municipal, and railway securities, but also in the necessity for the expansion of the capital of industrial undertakings.

"A few years ago," said Mr. Killam, "the interest of the British investing public in Canada was confined almost exclusively to our Federal and Provincial Government and railway issues; even our municipal securities, now becoming so popular, were difficult to place. Such issues as those of the Canada Cement Company, the Canadian Car and Foundry Company, and the Canada Iron Corporation, would have made comparatively few friends, whereas to-day I understand that, as regards the latter, all of the bonds and half of the stock is held in the United Kingdom, which has also supplied one-half of the capital for the Car Company and one-fifth of that of the Cement Company. As regards the latter," said Mr. Killam, "it is interesting to note that three thousand applications for stock came from Canadians. No better proof of the growing prosperity of Canada can be given than the increasing purchases of Canadian securities by Canadians."

Mr. Killam then spoke of his gratification—a gratification almost amounting to surprise—at the great interest shown by those with whom he had come in contact in all matters appertaining to Canada's financial progress, and the detailed knowledge possessed, not only of the agricultural, but also of the mineral and industrial resources of the country. He attributed the increased interest of British financial firms in Canadian issues of good standing to the increasing personal knowledge their principals are acquiring of the country.

"Not only from London, but from Glasgow, Birmingham, Liverpool, Manchester, and other of your large cities, we have had visits during the last year or two of bankers and brokers, who have looked into the actual conditions, have inspected our iron and coal fields, seen our water powers, and are consequently in a position to inspire confidence in their clients. Moreover, the development of the 'Imperial idea' has its weight. There are no Canadians," added Mr. Killam, "who do not prefer to see British rather than foreign capital employed to develop our resources, and British investors are developing a British preference for Canadian securities. In addition to the £38,000,000 of our securities, publicly issued in London during 1909, I estimate that another £15,000,000 worth of miscellaneous unquoted securities have been bought during 1909 in the United Kingdom by investors, an increasing number of whom allow the capital and interest to accumulate in Canada for the purpose of re-investment."

"Of course," added Mr. Killam, "from your point of view, rapid as the development of Canada must be, the total amount we are likely to come for is small in comparison with the immense sums you find for foreign countries, a fact which will tend to make our issues more and more in demand, and during the next two or three years I expect to see, as a natural result, substantial decreases in the rates of interest paid by Canadian borrowers."

Mr. Killam expects to return to Canada by s.s. *Campania* on February 5.

CANADIAN INVESTMENTS

No. 39.

BONDS, DEBENTURES, MORTGAGES, REAL ESTATE.

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" publishes every four weeks a supplement containing Special Articles dealing with these matters, which we trust will be of use and value to our readers.

CANADA'S PROGRESS AND OUTLOOK.

MR. BYRON E. WALKER'S INCISIVE RETROSPECT AND FORECAST.

We publish below a number of extracts from the speech which Mr. Byron E. Walker, President of the Canadian Bank of Commerce, delivered recently at the annual meeting of that institution. Mr. Walker is one of the foremost financial authorities in North America, and devotes much care and attention to the study of the development and growth of Canada. Every year he takes the opportunity presented by the annual meeting of the Canadian Bank of Commerce to review the progress of Canada during the preceding twelve months; analysing the causes for the improvement in certain industries, pointing out the reasons for the backwardness of others, and offering advice upon the various problems presented by the history of the year. He also devotes some attention to the discussion of the prospects of Canada's position in the world of finance and industry during the ensuing year, and on comparing his previous forecasts with events as they have come to pass, the correctness and value of his views can be readily appreciated. A careful study of Mr. Walker's instructive speech should prove of great value to all classes of investors, as well as to Canadian manufacturers and farmers, and, in fact, to all who depend upon the development of Canada and her varied industries for their own prosperity.

MR. WALKER began his address by a reference to the rapid recovery experienced in Canada after the crisis of 1907 in the United States, the effects of which were widely felt in Canada. "We are," he said, "recovering from the world-wide stringency of 1907 almost too rapidly, and in marked contrast to the years following the panic of 1893. We certainly are not able to discover all the reasons for the remarkable difference between the two periods, but prominent among them, doubtless, are the celerity with which the trading nations of the world now act together when a money stringency arises, the continued large production of gold, and the fact that there has been no general readjustment of prices, and therefore comparatively few failures. In the case of Canada there are some additional reasons. We are now fairly well advertised in Europe, and still better in the United States, and we represent opportunity to many of those who have energy out of proportion to their surroundings. This is attracting the immigrant as fast as we can settle him, the capitalist seeking industrial ventures, and, still more, the capitalist seeking securities. The first of these two classes of capitalists still comes mainly from the United States, and the second from Europe, but they are not quite so sharply divided as heretofore. With a very large number of new settlers, many new industries, and abundant capital, we needed only good crops and the prevailing high prices for food stuffs to accelerate our usual rate of progress.

"Prices and the volume of trade, here and in the United States, have both improved until conditions are now, doubtless, almost as favourable as before the stringency. These facts are, of course, reflected in our clearing-house returns, and in the totals of our foreign trade. The total bank clearings of the fourteen Canadian clearing houses for 1909 are $5.204,000,000, against $4,142,000,000 in 1908—a gain of 25 per cent. over 1908 and of 20 per cent. over the previous high record of 1907. In 1901 the figures for the eight clearing houses then existing were $1,871,000.000, and, comparing this with the same cities in 1909, the growth has been 150 per cent. in eight years. During this period the growth in Montreal has been 110 per cent., in Toronto 140 per cent., in Winnipeg 474 per cent., and in Vancouver 515 per cent. In 1909 Montreal represented 35.8 per cent. of the whole clearings. Toronto 27.6 per cent., Winnipeg 14.8 per cent., and Vancouver 5.5 per cent."

Referring to the growth of Canada's foreign trade, Mr. Walker pointed out that for the six months ending September, 1909, the imports were $183.534.000, an increase over 1908 of $34.084.000; and the exports $131,189,000, a gain of $12.483,000.

TRADE RELATIONS WITH GREAT BRITAIN.

Going on to discuss the trade relations of Canada with Great Britain and the United States, Mr. Walker said:

"The basis of our trade relations with Great Britain has been improving, leaving out of account the abnormal year ending March, 1909. Taking the years 1901, 1902, and 1903 together, for every $35 of products exported to Great Britain we received $15 in goods and $20 in cash. During the years 1906, 1907, and 1908, for every $39 of products exported we received $25 in goods and only $14 in cash. As we look to England to buy almost all of the securities with the proceeds of which we pay for our surplus of imports, and as practically all of the cash received for both surplus exports to Great Britain, and for securities sold goes to pay the United States, any improvement in our imports from Great Britan at least tends to make the situation less one-sided. When we turn to our trade with the United States there is no improvement in the proportion between exports and imports. In the years 1901, 1902, and 1903, for every $38 of goods imported from the United States we sent to that country $21 in products and paid $17 in cash. During the years 1906, 1907, and 1908, for every $62 of goods imported we sent them $31.50 in products and paid them $30.50 in cash. It is well also to note that the increase of our imports to Great Britain in the short period used for comparison is as $39 to $35, while the increase in our imports from the United States is as $62 to $38. It would, undoubtedly be wise for the United States to take payment to a greater extent in products, and we can afford to smile at threats of disturbance to such a total of trade as they enjoy with us. The discussion in the United States of the Payne Tariff Bill shows no disposition on their part to take a broader view of their relations with us; indeed, quite the reverse, if we are to judge by the power to annoy us given to the Executive of the United States. But the fact that we intend to manage our natural resources in our own way, to favour Great Britain in our tariff relations, and to make such trade arrangements as we choose with other countries which are disposed in turn to treat us well, will be accepted, and the great and rapidly growing trade between Canada and the United States will not be seriously checked, as it was in other days of tariff manipulation, when we were not so important as trading neighbours."

THE YEAR IN THE MARITIME PROVINCES.

Mr. Walker then went on, in accordance with his usual custom, to review the progress of the various provinces during the past year. Of the Maritime Provinces, he said that their varied interests, taken together, had provided another year of reasonable prosperity, although the protracted coal strikes had curtailed the general trade of the communities directly concerned. In most parts farmers had had good crops with high prices. More attention was being paid to dairying and cattle raising, which latter had been neglected of late years, and more intelligent methods of farming were being generally introduced, while a keener interest was being shown in farmers' associations, agricultural colleges, and similar means of improvement.

The principal point he made in his review of the agricultural situation in Quebec and Ontario was that the farmer found his profits more and more in dairying, the raising of cattle, horses, hogs, fruit, vegetables for canning, poultry, etc. In pointing out how improvements could be carried out in these industries, Mr. Walker said: "We do some things, however, badly. We could supply the world with the finest apples, and well-ordered orchards pay an unusually handsome return, but, as a rule, everything in the apple business, from the care of the trees to the landing of the fruit in Europe, is done in a more or less shiftless manner. On the other hand, there are districts where direct attention is given to fruit growing, and in these there is a marked improvement, and the great value of these products is being realsed. We have in our West and elsewhere great markets for horses, but we do not try very hard to improve the breeding, although we know that everything in the end depends on that. And as to breeding, the same may be said of those who rear cattle."

THE NEED FOR INTENSIVE FARMING.

Mr. Walker then discussed the falling off of the exports of dairy products, pointing out that "greater energy would apparently have enabled us to supply both (home and foreign) markets more completely." Analysing the reason for this state of affairs, he shows that in Eastern Canada the land is not being worked to the best value, while, "where the land does not respond so readily to cultivation, conditions are not improving." In all parts of Eastern Canada an ever-present trouble is the lack of sufficient farm labour,

THE CANADIAN BANK OF COMMERCE

WITH WHICH ARE INCORPORATED

THE BANK OF BRITISH COLUMBIA & THE HALIFAX BANKING COMPANY.

THE FORTY-THIRD ANNUAL REPORT,

Submitted to the Shareholders at Toronto, on Tuesday, January 11, 1910.

The Directors beg to present to the Shareholders the forty-third Annual Report, covering the year ending 30th November, 1909, together with the usual Statement of Assets and Liabilities. The assets of the Bank have all been carefully re-valued in accordance with our customary practice, and all bad and doubtful debts have been amply provided for.

Your Directors deeply regret that they have to record the loss by death during the past year of two of their number, Mr. H. D. Warren, who died in in March, and Mr. Matthew Leggat, who died only a few days ago. To fill the vacancy caused by Mr. Warren's death, your Directors have elected the Hon. J. M. Gibson, K.C., LL.D., Lieutenant-Governor of Ontario.

For the purpose of making some provision for the widows and orphans or other dependents of officers of the Bank, your Directors propose to submit for your consideration a resolution authorizing the establishment of the necessary fund.

During the year the following branches have been opened: In Ontario—Elk Lake, Gowganda, College and Dovercourt (Toronto); Gerrard and Pape (Toronto); in Manitoba—Virden; in Saskatchewan—Broderick, Elfros, Hawarden, Herbert, Milestone, Shellbrook, Wilcox and Yorkton; in Alberta—East Calgary, South Calgary, Carmangay, Olds, Provost, Strathmore, Ca -Warner; and in British Columbia—Nakusp. The branches at De Lorimer, Que., and Vann Ness and Eddy (San Francisco), have been closed. A branch has been opened at Milk River, Alta., since the close of the Bank's year.

The usual thorough inspection of the branches and agencies of the Bank in Canada, the United States and Great Britain, and of the various departments of the Head Office has been made during the year.

Your Directors desire again to record their appreciation of the efficiency and zeal with which the officers of the Bank continue to perform their respective duties

B. E. WALKER, President.

Toronto, January 11th, 1910.

GENERAL STATEMENT, NOVEMBER 30, 1909.

(Canadian currency converted into sterling at par of exchange.)

LIABILITIES.

	£	s.	d.	£	s.	d.
Notes of the Bank in circulation				2,122,071	14	3
Deposits not bearing interest	£6,430,385	1	4			
Deposits bearing interest, including interest accrued to date	18,327,213	7	1			
				24,757,598	8	5
Balances due to other Banks in Canada				49,047	9	0
Balances due to other Banks in foreign countries				209,763	4	6
Dividends unpaid				493	18	2
Dividend No. 91, payable 1st December				41,095	17	10
Capital paid up ..	£2,054,794	10	5			
Rest	1,232,876	14	3			
Balance of Profit and Loss Account carried forward ...	148,384	14	8			
				3,436,055	19	4
				£30,616,126	11	6

ASSETS.

	£	s.	d.	£	s.	d.
Coin and Bullion ...	1,542,948	19	1			
Dominion Notes ...	1,842,512	15	6			
				3,385,461	14	7
Balances due by Agents of the Bank in the United Kingdom...	847,805	9	8			
Balances due by other Banks in foreign countries	753,343	12	9			
Balances due by other Banks in Canada ..	6,045	4	2			
Notes of and Cheques on other Banks ...	1,169,957	1	11			
				2,777,151	8	6
Call and Short Loans in Canada				1,381,745	13	1
Call and Short Loans in the United States				4,328,554	4	10
Government Bonds, Municipal and other Securities				1,478,401	5	0
Deposit with Dominion Government for security of Note circulation				92,465	15	1
				13,443,780	1	1
Loans to other Banks in Canada, secured				159,205	2	11
Other Current Loans and Discounts ...				16,508,650	1	1
Overdue Debts (loss fully provided for)				26,682	3	3
Real Estate (other than Bank Premises)				4,767	10	0
Mortgages				29,517	6	4
Bank Premises				410,958	18	1
Other Assets				32,565	8	9
				£30,616,126	11	6

Dr. PROFIT AND LOSS ACCOUNT. Cr.

	£	s.	d.
This has been appropriated as follows:			
Dividends Nos. 88, 89, 90 and 91, at Eight per cent. per annum	164,383	11	2
Written off Bank Premises	86,260	12	7
Transferred to Pension Fund (annual contribution)	6,164	7	8
Balance carried forward	148,384	14	8
	£405,193	6	1

	£	s.	d.
Balance at credit of Profit and Loss Account, brought forward from last year	33,132	10	2
Net profits for the year ending 30th November, after providing for all bad and doubtful debts	310,416	19	2
Recovered from over-appropriations in connection with assets now realized...	61,643	16	9
	£405,193	6	1

Toronto, *9th December*, 1909.

ALEXANDER LAIRD,
General Manager.

and, says Mr. Walker, "we cannot have the best possible farming even where intelligence is at its highest, because every farmer finds himself forced to adjust his scheme of farming to the labour he can secure. Intensive farming would be best for the country as a whole, because by it the largest gross value per acre would be produced, and the farmer would thus have more to spend on labour and supplies, but scarcity of labour makes him turn grazier, so that he may get a satisfactory net profit with the least outlay possible for labour and supplies. On the other hand, it has brought about an extraordinary advance in labour-saving farm machinery."

SHIPPING AND MANUFACTURING.

Concerning shipping, attention is drawn to the fact that "the Harbour Commissioners are steadily improving the facilities of the port of Montreal, with the hope of making it the foremost port on this continent," while "the volumes of shipments from Montreal and of inland shipments through the Lachine Canal both show a gratifying increase over 1908."

Regarding manufacturing interests, "the conditions are very satisfactory, having regard to the recent check" (says Mr. Walker). As the year advanced there was a steady increase in orders, with an improvement in prices. Not many new factories were built, but additions to existing plants were quite numerous. . . . There has been great expansion in the volume of trade in steel, iron, and metal goods of all kinds, with a considerable increase in prices. Flour milling has been abnormally profitable. In lumber the cut of pine for this year has apparently been completely sold, and higher grades of lumber sell readily, but in box lumber and lower grades the market still needs some improvement. The outlook as a whole is very good."

COBALT'S WONDERFUL PRODUCTION.

The mining industry at Cobalt comes in for high praise, Mr. Walker reiterating the fact that "the production is the largest on record." He adds: "Taking into consideration the ore reserves in sight and without reference to the effect of the price of silver, the output of Cobalt alone may maintain this high level, or thereabouts, for a few years."

A reference is then made to the new goldfield in the Porcupine district (which, it is gratifying to see, thus receives official recognition), as follows:—"There have been apparently important discoveries of gold in the townships of Whitney and Tisdale, about 150 miles north-west of Cobalt. In the meantime," continues Mr. Walker, "silver has become the mineral of our second importance in Canadian production. . . . On the basis of our figures for 1908, we have now moved up to the third position among the world's producers of silver, having displaced Australasia. This is the highest position we can hope to hold, as our production is still small beside that of Mexico and the United States."

"General business at the end of 1909 in Ontario and Quebec, whether in manufacturing, ordinary trading in merchandise, building, dealing in real estate, mining, selling of bonds and securities, or otherwise, is," says Mr. Walker, "distinctly active, and accompanied by increasing prices and larger volume in most articles."

PROSPERITY IN THE PRAIRIE PROVINCES.

After referring to the "year of great prosperity" in the Prairie Provinces, Mr. Walker pointed out that the crop estimate made by the Superintendent of the Bank's Central Western Branches, seemed likely to be confirmed. "The flax crop, to which we do not always refer" (he continued), "is this year about 3,500,000 bushels, and because of the abnormal price, will bring the farmers about $4,500,000. The grain crops are high in quality, 90 to 95 per cent. being suitable for milling. The grain crops altogether are the largest in quantity and in value ever harvested in these provinces, and the total result in money will be from $155,000,000 to $160,000,000."

Then comes a warning to those who are already, perhaps, building castles in the air with regard to this year's crop, to remember that the tide of prosperity does not always flow with equal strength. "We cannot" (points out Mr. Walker) "report very good prospects for the next season. It has been dry in the West for three or four months, and in consequence the ground is hard, making fall ploughing difficult. Unless the spring is early and favourable we cannot expect as large an increase in acreage as would otherwise be the case. These conditions should result more adversely in Southern Alberta and Southern Saskatchewan than elsewhere, because of the greater need of moisture in these parts of the West."

SCIENTIFIC FARMING INDISPENSABLE.

Here again, as in Eastern Canada, the President referred to the need for intensive farming, and, what is more, for the absolute necessity of scientific farming, of a proper rotation of crops, and a reasonable use of fertilsers. He emphasises, too, the fact that, "as yet the side profits from such useful adjuncts to grain crops, as cattle, horse, sheep, and hog raising, dairying, poultry farming, etc., are little in evidence, except in particular districts, where marked success has attended dairying and stock raising." An adequate system of hail insurance is also advocated, as well as the working out of some plan by the Provincial Governments, which will afford some reasonable assurance of a sufficient supply of harvest labourers.

Dealing with cattle rearing, Mr. Walker points out that what has been said regarding mixed farming in the West is emphasised by the fact that ranching is probably doomed by the incoming of the grain-grower. He shows that Canada is importing sheep from the States and Australia, while two-thirds of the bacon consumed in Canada is reared and cured by her southern neighbour. Moreover, he says that the importation of beef is "a possibility not at all too absurd to consider." He urges the introduction of stock-raising on a large scale, and adds: "The prices paid for hogs and cattle in Winnipeg during the past few months should tempt any farmer to take up this branch of farming."

A WARNING TO REAL ESTATE INVESTORS.

Mr. Walker draws attention to the need for care in real estate investments in the following sentences:

"Such prosperity has naturally excited real estate speculation, and the pace at which prices are rising and the tendency of ill-informed people to invest their money in suburban schemes in which the adjacency to solidly settled parts is often in inverse proportion to the claims of the dealers in this respect, is again apparent enough to warrant a caution on our part. There is, of course, a great legitimate increase in values, both in the farm and in the cities, but those who buy on margin, or who buy without knowledge of surrounding conditions, are sure to be punished in a majority of cases."

Dealing with other industries of the middle west, he says that doubtless few people in the East realise the extent to which the western and north-western lakes had been supplying fish to the United States markets. The value of the catch last year was from $1,000,000 to $1,500,000, and it included seven important species of fresh-water fishes.

COPPER MINING IN BRITISH COLUMBIA.

In speaking of the progress of British Columbia, Mr. Walker refers particularly to the sound position of the Boundary mines as follows:—"Notwithstanding the low price of copper and the low grade of the ores, the year has been profitable to the leading companies, which shows how stable the basis now is for the copper industry in the Boundary district. Only a very small part of the known mineral area is being worked, but its possibilities are shown by the fact that the largest company now has furnaces with a capacity of 5,000 tons daily, and a converting plant with a capacity of 40,000,000 lbs. of copper per annum, while the plant, as a whole, is the largest in the British Empire and the second largest in the world."

U.S. POACHERS IN CANADIAN WATERS.

Regarding the salmon packing and the other fisheries for which the Pacific Province is noted, the President took occasion to refer to the action of the United States Government and fishermen with regard to poaching, and similar breaches of the Canadian law, as follows:—

"On the Canadian side the close season in each week was increased to forty-two hours, and rigidly enforced, with other restrictions; while on the United States side, whatever may be the Federal regulations nominally, there were really no restrictions. Our own regulations seem to be both adequate and efficiently enforced, but unless the United States joins us both in making and enforcing regulations looking to the preservation of salmon fishing in these waters, disastrous results, for which there will be no excuse whatever, must follow. Poaching by United States vessels still continues, although the Dominion Government has done something towards the protection of our waters. If foreign vessels are allowed to take immense catches of halibut in our waters, it is only a question of time when these fishing areas will be seriously depleted. We get precisely the same statement as to the facts, whether from Prince Rupert or from Vancouver, and there can be no doubt but that we must act with greater vigour and employ a larger number of Government cruisers."

THE NECESSITY FOR KNOWLEDGE IN REAL ESTATE SPECULATION.

After a reference to the increase of the assessment in Vancouver and Victoria, Mr. Walker said: "Speculation in real estate is inevitable with such facts to promote it, but is hardly possible for Eastern people to understand the prices which are being paid. They simply do not bear any relation to the past experience of such a city as Toronto, and those who invest should surely not do so unless they feel that they have personal knowledge of the property or have every reason to place full confidence in their advisers. The probability that speculators will be punished for the excessive prices being paid for outlying properties in this city is almost the only cloud over the prosperity of the province at the moment."

Concluding his survey of the position of British Columbia, he says: "Transportation engages the attention of the people more than any other industrial subject, and the prospect for a greater increase in mileage is excellent. The financial position of the province is now so strong that it can well afford to help sound undertakings of this kind, especially as the opening up of many most promising districts depends absolutely on railway facilities."

CANADA'S NICKEL DEPOSITS.

BRITISH OFFICIAL URGES DOMINION GOVERNMENT TO TAKE OVER THEIR CONTROL.

Addressing the Mines and Mineral Committee of the Canadian House of Commons, Mr. Arthur Wilson, who is now engaged on behalf of the Dominion Government in investigating the nickel resources of Canada, said that the Dominion possessed three-fifths of the world's total store of nickel, the balance being in New Caledonia. These nickel areas, he said, were now controlled by an American Trust—the International Nickel Company, of New York—and he strongly urged the wisdom of the Canadian Government taking over the control of the nickel resources of the country for the benefit of the Dominion and the Empire.

The price of nickel was now controlled by the Trust, and was so high that only Governments were in a position to buy the mineral. Tens of millions of tons in Canada were left lying unexploited because the Trust did not wish yet to work them. He said it was a matter of Imperial urgency that the Government should assume the nickel deposits, thus ensuring to Great Britain this enormous advantage over all other countries in the matter of the construction of modern battleships. The Committee decided to investigate the operations of the Trust.

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Reference may be made to the Bank of Montreal, 47, Threadneedle Street, London, for information about the Company. The Company acts as Agent and Attorney for clients residing in Europe—in the investment of moneys and care of securities, collection of revenues, &c., &c.

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CANADIAN BOND ISSUES IN 1909.

ENORMOUS PREPONDERANCE OF BRITISH CAPITAL.

We have pleasure in publishing the figures prepared at the beginning of each new year by Mr. E. R. Wood, of Toronto, the well-known authority on Canadian Bond issues, who is Managing Director of the Dominion Securities Co., Central Canadian Loan and Savings Co., and a director of many important corporations, including the Grand Trunk Pacific Ry. and the Canadian Life Assurance Co. These figures are specially interesting to British investors and Issuing Houses as showing that the Dominion obtains the great proportion of her cheap money from London. Mr. Wood summarizes the issues of the year as follows:—

Issue.	Amount.	Canada.	United States.	England.
Government	$96,447,224	$3,230,224	$1,875,000	$91,342,000
Railway	41,825,000	1,371,500	4,228,000	36,225,000
Tram., L., H. & P. Co.	19,960,000	9,940,000		10,020,000
Miscellaneous Corp.	47,397,500	21,460,000	3,410,000	22,527,500
Municipal issues	36,278,528	19,432,239	854,000	15,992,289
	$241,908,252	$55,433,963	$10,367,500	$176,106,788
		22.90%	4.28%	72.82%
Canadian Companies operating in foreign countries	23,250,000	5,000,000		18,250,000
	$265,158,251	$60,433,963	$10,367,500	$194,356,788

Government Bonds.

Government.	Amount.	Canada.	United States.	England.
Ontario (G.T.P. lake div.)	$ 455,224	$ 455,224		
Ontario (retire treas. bills issued for T. & N. O. purposes)	4,000,000			$4,000,000
Ontario (T. & N. O. loan)	1,150,000	650,000	$ 500,000	
Ontario (Consol loan)	3,500,000	2,125,000	1,375,000	
Alberta (telephone)	2,000,000			2,000,000
Saskatchewan (public impts)	400,000			400,000
New Brunswick (retire treas. bills)	2,250,000			2,250,000
Manitoba (telephone)	762,000			762,000
Manitoba (drainage)	1,030,000			1,030,000
Prince Edward Is.	400,000			400,000
Dominion of Canada, ($20,000,000 required to meet maturing obligations)	30,000,000			30,000,000
Dominion of Canada ($17,183,100 to meet maturing obligations)	32,500,000			32,500,000
Dominion of Canada (temporary loans)	17,500,000			17,500,000
New Brunswick (temporary loans)	500,000			500,000
	$96,447,224	$3,230,224	$1,875,000	$91,342,000

Sold in England	$91,342,000	94.70°/₀
Sold in Canada	3,239,224	3.36°/₀
Sold in United States	1,175,000	1.94°/₀
	$96,447,224	100. °/₀

Municipal Issues.

	England.	Canada.	United States.
January	$1,609,292	$1,139,401	
February	1,443,750	2,598,119	$254,000
March	2,700,000	985,417	
April	2,301,000	1,544,327	
May	2,387,326	660,201	
June	1,397,000	2,191,325	
July	1,690,000	2,786,810	
August		1,452,114	500,000
September	419,420	1,037,749	75,000
October	460,000	1,800,006	
November	484,500	2,124,895	25,000
December	1,100,000	1,110,875	
	$15,992,288	$19,432,239	$854,000

Total—$36,278,527.

Canadian Companies.

Operating in Foreign Countries.

Company.	England.
Mexican Tramways Co.	$ 6,250,000
Mexico-North-Western Railway Co.	12,000,000
Mexican Northern Power Co.	*5,000,000
	$23,250,000

*Canada.

Corporation Issues.

The corporation issues were as follows:—

Railways.

Company.	Amount.
G. T. P. R. deb. stock	$ 5,000,000
G. T. P. R. branch line bonds	5,000,000
C. N. R. deb. stock	6,000,000
C. N. O. R. perp. deb. stock	4,000,000
C. N. R. perp. cons. deb. stock	4,250,000
*C. N. R. equip. bonds	2,500,000
*C. N. R. term. bonds	3,000,000
Alberta and Great Waterways R.	7,400,000
C. P. R. cons. deb. stock	3,500,000
Atlantic, Quebec & Western R. deb. stock	875,000
Aroostook Valley R.	500,000
Total	$41,825,000
England	$36,225,000
Canada	1,371,500
United States	4,228,500

Tramway L., H. & P. Companies.

Company.	Amount.
B. C. Electric R. Co.	$ 3,000,000
Winnipeg Elec. R. Co.	1,500,000
Northern L., P. & Coal Co.	2,000,000
*Maritime Coal, P. & R. Co.	400,000
*Toronto & York Radial R. Co	60 000
Ottawa Gas Co.	82,000
aCanadian L., H. & P. Co.	4,000,000
*Western Canada P. Co.	2,500,000
Chicoutimi Water and Elec. Co	50,000
Montreal W. & P. Co.	500,000
Shawinigan W. & P. Co.	1,000,000
*Quebec L., H. & P. Co.	4,200,000
*Detroit United R.	500,000
*Niagara, St. Catharines & Toronto R. Co.	168,000
Total	$19,960,000
England	$10,020,000
Canada	9,940,000

*Canada. Canada and England.

Miscellaneous Issues.

Company.	Amount.	Canada.	U. S.	England.
Montreal Cotton Co	$1,000,000			$1,000,000
Lake Superior Corp.	8,500,000			8,500,000
British Canadian Asbestos Co.	1,500,000	$500,000	$300,000	700,000
Amalgamated Asbestos Co.	7,500,000	3,165,000	1,835,000	2,500,000
Cape Breton Coal Iron & R. Co.	1,027,500			1,027.500
P. Burns & Co., Ltd.	1.000,000	900 000		100.000
Dominion I. & S. Co.	6,000,000	1,300,000		4,700,000
N. S. Steel & Coal Co.	4,000,000	4,000,000		
Dominion Coal Co.	1,125,000	1,000,000	125,000	
Canadian Mineral Rubber Co.	850,000			850,000
Southern Alberta Land Co.	1,500,000			1,500,000
Standard Chemical Co.	500,000			500,000
Black Lake Consolidated Asbestos Co.	1,000,000	1,000,000		
Canada Cement Co.	5,000,000	4,100,000		900,000
Carriage Factories Ltd.	300,000	300,000		
Chicoutimi W. & Elec. Co.	200.000	200,000		
Canadian Car & Found. Co.	3,500,000	2,500,000	1,000,000	
Imperial Asbestos Co.	500,000	350,000	150,000	
Miramichi Quarry Co.	40,000	40,000		
Montreal, St. Lambert Terminal Devel. Co.	300,000	300.000		
Moirs, Ltd.	100,000	100.000		
Pacific Pass Coal Co.	1,250.000	1,250,000		
Edmonton Stand. Coal Co.	50,000	50,000		
St. Gabriel Lumber Co.	100.000	100.000		
Trinidad Consolidated Telephones, Ltd.	210,000	210,000		
Mutual Steamship Co.	70,000	70.000		
Minude Coal Co.	25,000	25,000		
Manitoba and Saskatchewan Coal Co.	250,000			250,000
	$47,397,500	$21,460,000	$3,410,000	$22,527,500

* *

MR. HAYS ON GRAND TRUNK PROSPECTS

Mr. C. M. Hays, President of the Grand Trunk System, has expressed his views on the situation and on the progress of the Grand Trunk Pacific Railway as follows:—

"As to the Grand Trunk Pacific, the year 1910 will be no exception to the continued progress and advancement of our work. In British Columbia we expect by the end of the year to reach Tete Jaune Cache with our line from Wolf Creek, a distance of 169 miles, and also to have our line completed from Copper River to Aldermere on the west end, a distance of 135 miles. Our track should be through to Wolf Creek about February 1. We shall also go ahead vigorously with the branches in Saskatchewan and Alberta, which were undertaken last year. We are building two fine steamers, the *Prince Rupert* and *Prince George*, which we expect to have in the service between Vancouver, Victoria, Seattle, and Prince Rupert by the middle of the year."

In regard to the general outlook, Mr. Hays says:

"The most favourable factor in the railway outlook is increased earnings. The least favourable factor in the demand in all directions for increased rates of pay. Gross earnings will continue to show gains for the next six months at least, and railroads are in physical condition to handle the business; while we usually have no alternative but to increase wages, it is a very difficult matter to secure anything like a proportionate increase in freight rates."

VANCOUVER, B.C.

YORKSHIRE GUARANTEE & SECURITIES CORPORATION LTD.
OF **HUDDERSFIELD, YORKSHIRE.**
The oldest English Company doing business in Vancouver.

Subscribed Capital - - - - £265,490.

Investments made for you by us in First Mortgages on Vancouver City Property. Security undoubted.

Six per cent. on sums of £3,000 and upwards, seven to eight per cent on sums of £100 to £3,000.

Only fifty per cent or less loaned on very conservative valuation. **Net revenue** of property must be at least **double** the amount of interest. No expense to Investor, Borrower pays all.

— INTEREST PAYABLE QUARTERLY. —

References—**Lancashire & Yorkshire Bank, Ltd., Huddersfield. Canadian Bank of Commerce, London & Vancouver.**

Correspondence Solicited.

R. KERR HOULGATE, *Manager.*

DOMINION TRUST COMPANY, LIMITED,
VANCOUVER, B.C., Canada.

AUTHORIZED CAPITAL ... $2,000,000. SUBSCRIBED ... $740,000.
PAID-UP ... $482,000. RESERVE ... $78,000.

Authorized by Act of Parliament, 1903.

- To act as TRUSTEES for Bond and Debenture Holders.
- To hold Property and Securities in TRUST for Persons, Firms, or Corporations.
- To Receive and Invest Sinking Funds and to allow Interest on same.
- To act as Confidential Agents for the Investing of Public or Private Funds in First Mortgage Securities in Canada, and in other Legal Investments.
- To manage Estates.
- To act as Executors, Assignees and Liquidators.

STOCKS, BONDS AND DEBENTURES. EXPERT VALUATIONS ON ALL CLASSES OF PROPERTIES.

Correspondence solicited. London Reference: Canadian Bank of Commerce.

J. B. MATHERS, President & Managing Director. W. R. ARNOLD, Manager.

CABLE ADDRESS, "FRANCISAOP." WESTERN UNION CODE.

A. O. P. FRANCIS,
E. D. FRANCIS,
Consular Agent for France,

Financial Agents,

510, PENDER STREET,
VANCOUVER, B.C.

Correspondence invited from British and French Investors.

References: The Bank of Hamilton.

VANCOUVER, B.C.

Your correspondence is solicited as to Investments in

First-class Mortgages,
Real Estate, &c.

THE JOHN McLEOD CO.,
Real Estate and Financial Agents.
516, Pender Street, VANCOUVER, B.C.

5 to 7 per Cent. Interest guaranteed.

REFERENCE: ROYAL BANK OF CANADA, VANCOUVER, B.C.

BRITISH COLUMBIA.

CANADA'S MINERAL PROVINCE. The Richest Province in the Rich Dominion.

Possessing Enormous Natural Wealth in Precious and Economic Minerals, Timber, Agricultural and Fruit Lands, **Fisheries, which are only in the first stages of development.**

Affording exceptional opportunities for the profitable investment of capital.

Area 375,000 square miles. Population 260,000.

250,000 square miles of unexplored mineral bearing lands open for prospecting.

Value of Mineral Products, 1907.

Gold	4,883,020	dols.
Silver	1,703,825	"
Lead	2,291,458	"
Copper	8,166.544	"
Coal	6,300,235	"
Coke	1,337,478	"
Other Materials	1,200,000	"
	25,882,560	dols.

For information regarding British Columbia's resources, address:

J. H TURNER, Agent-General for British Columbia, Salisbury House, Finsbury Circus, London, E.C.

or:—The Bureau of Provincial Information, Victoria, B.C.

CANADIAN MINING IN 1909: STATISTICS CONCERNING COBALT, BRITISH COLUMBIA, and NOVA SCOTIA.

As in the case of all other Canadian industries, the year 1909 has produced excellent results in the output of many minerals. All the mines have, of course, not been uniformly successful, but, taken all round, the production for the year shows a distinct increase over that of 1908.

In the first place, Cobalt has continued to increase its shipments in a marked manner. At one time it seemed that the output from the Ontario silver centre would fall short of the 1908 production, for, week after week at one period of the year, the returns fell below those of the corresponding period for 1908. Within the last month or so, however, the mines have increased their output enormously, and the result of this hard work is seen in the following table:

[illegible]	Tons.		Ounces silver.		Values (including cobalt, arsenic & nickel).
[illegible]	158.55	...	206,875	...	$136,217
[illegible]	2,336.01	...	2,451,356	...	1,473,196
[illegible]	5,836.59	...	5,401,766	...	3,764,113
[illegible]	14,851.34	...	10,023,311	...	6,301,095
[illegible]	25,362.10	...	19,437,875	...	9,284,869
[illegible]	29,500.00	...	23,250,000	...	12,000,000
[illegible] dry tons	78,044.59	...	61,521,163	...	$32,959,490

According to the shipments which we publish week by week, the ore shipments for the year were 30,098 tons, but in the above table, which is taken from Mr. Alex. Gray's statement in the *Monetary Times*, the official "dry ton" records provided by the Temiskaming and Ontario Railway Company has been issued.

The shipments of the Cobalt companies during the year were:

Companies.	Tonnage to Dec. 31, 1908.	Tonnage to Dec. 31, 1909.
Argentite	—	20.00
Beaver	—	25.00
Buffalo	2,972.04	554.20
Chambers-Ferland	223.89	485.55
City of Cobalt	811.65	602.46
Cobalt Central	265.32	407.63
Cobalt Lake	225.97	70.67
Coniagas	3,510.24	784.39
Crown Reserve	657.35	3,080.99
Drummond	1.572.86	1.141.05
Kerr Lake	1.193.30	1,309.22
King Edward	388.31	437.76
La Rose	9,181.14	6.489.61
McKinley-Darragh	3,098.35	1,074.51
Nancy Helen	231.41	83.92
Nipissing	8.778.32	6,569.71
North Cobalt	—	20.00
Nova Scotia	554.11	240.40
O'Brien	5.091.62	1.422.82
Peterson Lake	40.00	262.00
Right of Way	925.66	1,490.07
Silver Queen	1,551.94	760.40
Silver Cliff	160.44	120.41
Temiskaming	999.52	908.03
Townsite	320.93	27.18
Trethewey	2,680.33	1.076.93
Temiskaming and H.B.	1,243.76	893.61

These shipments are made up from the "wet ton" statistics published weekly in the Press.

Dividends were good during 1909, as the following statement, published by Messrs. Greville and Co., shows:—

Mine.	Authorised Capital. $	Issued. $	Dividends in 1909. $	Total Rate. per Cent.	Total Dividends since 1905. $
Buffalo	1,000,000.00	900,000.00	288,000.00	59	531,660.00
Cobalt Central	5,000,000.00	4,761,500.00	188,460.00	4	188,460.00
City of Cobalt	1,500,000.00	1,500,000.00	94,820.00	23	139,312.52
Coniagas	4,000,000.00	4.000,000.00	300,000.00	29	1.160,000.00
Crown Reserve	2,000,000.00	1,768,814.00	1,255,857.94	75	1.326,610.50
Foster	1,000,000.00	915,588.00	—	5	46,700.00
Kerr Lake	3.000,000.00	3,000,000.00	750,000.00	53	1,590,000.00
La Rose	7.500,000.00	5,797,000.00	1.057.726.00	19	1,229,231.00
McKinley	2,500,000.00	2,246,937.00	224,693.70	21	471,856.77
Nipissing	6,000,000.00	6,000,000.00	1,350,000.00	56½	3,390,000.00
Right of Way	500,000.00	499,518.00	181,821.60	25	324,644.93
Silver Queen	1,500,000.00	1,500,000.00	—	21	315,000.00
Temiskaming	2,500,000.00	2,499,170.00	300,000.00	21	575,000.00
Trethewey	1,000,000.00	1,000,000.00	241,545.00	48	461,908.00
T. & H. B.	25,000.00	7,746.00	185,904.00	15	1,192,854.00
	6527	—	6,516,805.12	400	12,891,697.72

In addition, the Temiskaming and Hudson Bay Company has declared dividend number 22, amounting to $3 a share, payable January 10. Dividends to date of this company now amount to $1,164,150.

Moreover, there are the Drummond and O'Brien disbursements, which mines are privately owned. The dividends of these two companies for the year amount to about $2,000,000. Again, bonuses were declared during the year by the Silver Queen Company of 2 per cent, and by the Crown Reserve of 9 per cent.

The future prospects of Cobalt are excellent. Mr. Gray, writing upon the past year and the openings in the future in the *Toronto Globe*, says:—"The record of the Ontario silver fields for the year just closed is incomparable. Speculation is at a discount, except in isolated instances; the cash and ore reserve positions are in excess of what they were a twelvemonth ago. Better mining practices and recognition of the immutable conditions governing the deposition of the minerals and the application of improved methods of concentration, by which low-grade ores will carry their due proportion of costs and earn their share of the profits, have given to the Cobalt industry a status that should not be decried by those who deprecate reckless appeals to the generality of people inclined to risk a little and make a 'muckle.'"

BRITISH COLUMBIA.

During 1909 the value of the mineral production of British Columbia the richest province in this respect in Canada was estimated at $24,426,500. As the yearly average value for the four years 1905-1908 was $24,294,000, it is evident that, notwithstanding the comparatively low average prices of silver, lead, and copper, production last year was well maintained; in fact, it showed an increase in quantity on the whole. The production for the year is indicated in the following table:

	1908.		1909.	
	Quantity.	Value.	Quantity.	Value.
Gold, placer, oz.	32,350	$647,000	30,000	$600,000
Gold, lode, oz.	255.582	5.282.880	250.000	5.167.500
Total gold, oz.	287.932	$5.929.880	280.000	$5.767.500
Silver, oz.	2,631.389	$1,321.483	3,000.000	$1.470.000
Lead, lb	43,195,733	1.632,799	46.000.000	1,748.000
Copper, lb.	47.274.614	6,240,249	41.000.000	5,289.000
Zinc, lb.	—	270,000	10,000.000	500,000
Total metallic		$15.394,411		$14.774.500
Coal, tons (2,240lb.)	1.677.849	$5.872.472	1,940.000	$6.790.000
Coke ,,	247.399	1,484,394	277,000	1.662.000
Building materials, etc.		1,100,000		1,200.000
Total value of production		$23,851.277		$24.426.500

The shipments by districts were:—

	Tons.
Boundary	1,588.573
Rossland	234.964
Slocan-Kootenay	191.325

The smelter receipts were:

	Tons.
Granby Company	1,075.150
B.C. Copper Company	[illegible]51.779
Consolidated Company, Trail	430.593

Writing upon the production of the year in the *Daily News*, Nelson, Mr. E. Jacobs says:—"Looking at the situation as a whole, it may be fairly claimed that the mining and metallurgical industries of British Columbia are in a generally more satisfactory position to-day than at any previous time in their history."

NOVA SCOTIA.

The output of coal, the principal mineral of the province, was restricted during 1909 by labour troubles in Cape Breton, and by the dumping of American coal in the St. Lawrence market during the strike. The total shipments of coal were in all 4,523,000 tons, valued at $14,200,000, against 5,353,000 tons in 1908. Coke shipments amounted in value to $2,000,000, gold to $250,000 in value, or 12,500 ozs., a slight increase over 1908; gypsum, limestone, and other materials, to $750,000 in value; and stone and builders' requirements to $350,000. The pig-iron produced amounted in value to $1,100,000, steel to $4,250,000, and steel rails, rods, etc., to $9,500,000. The Dominion Iron and Steel Co.'s output during the year was as follows:—

Pig iron	256,272 gro. tons.
Steel ingots	297,330 gro. tons.
From these were produced.	
Rails	140,091 gro. tons.
Wire rods	73,047 gro. tons.
Merchant blooms	25,470 gro. tons.
By-products recovered:—	
Sulphate ammonia	3,031 gro. tons.
Tar	4,020,000 gallons.

The Nova Scotia Steel Company had the largest output in its history, and the Dominion Steel Company reports a great year, with prospects of a still greater expansion in 1910.

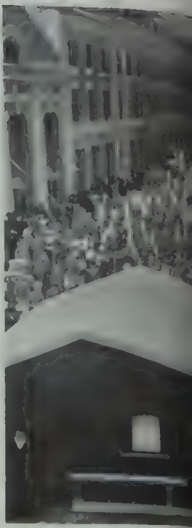
The company's output during the year was:—

	Tons.
Coal mined and shipped	870.000
Iron ore mined and shipped	460.000
Coke made	85.000
Limestone and dolomite mined	70.000
Pig iron made	62.000
Steel ingots made	63.000
Blooms and billets cogged	54.000
Finished material, bars, plates, and forgings shipped from New Glasgow	53.000
Amount of freight paid to the Intercolonial Railway	$275,[illegible]
Freight carried by Sydney Mines Railway of the company exceeded	1.400.000
Coal and ore freighted by boats owned and time chartered by the company exceeded	925.000

The output of the Dominion Coal Company for the twelve months ending December 31, 1909, was considerably below that of the previous year, though in the circumstances of the strike the 2.779.007 tons will be considered very satisfactory.

Our Prize Winner's Tour in Canada:

A TRESTLE ON A CANADIAN RAILWAY.



A CROWD OF IMMIGRA

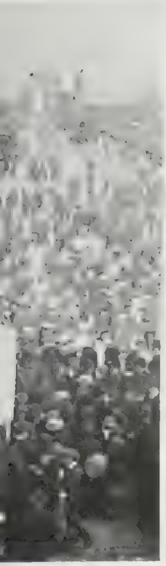
HOUSES IN A RESIDENTIAL DISTRICT OF WINNIPEG.

THE FALLS OF THE RAINY

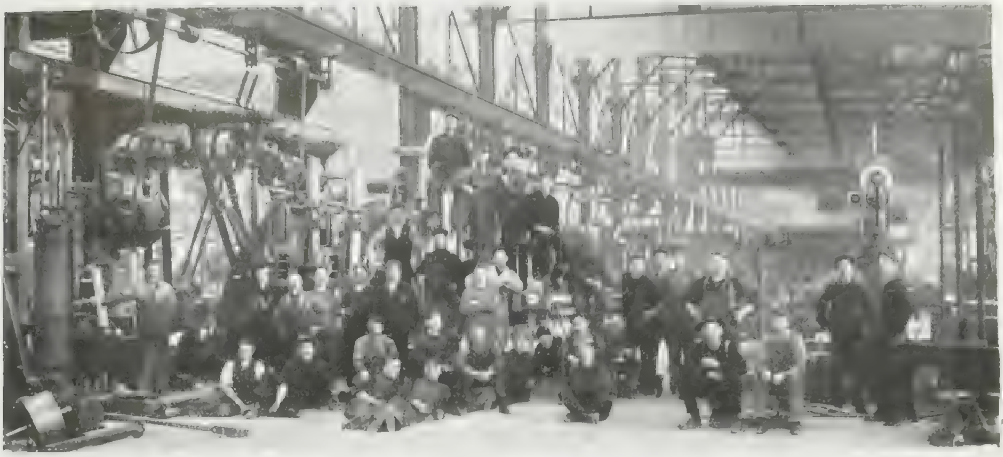
[illegible]
[illegible] Winnipeg; the [illegible] offices.

A MAN

My Second Thousand Miles. Part II.



NIPEG STATION.

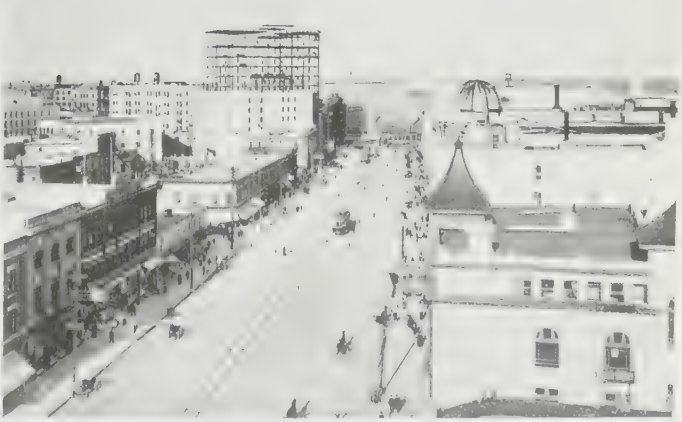


RAILWAY MACHINE SHOPS AT WINNIPEG.

FORT FRANCES. ONT.

THE BOULEVARD: A RESIDENTIAL STREET IN WINNIPEG.

AD.



PORTAGE AVENUE, WINNIPEG: "THE LONGEST STREET IN THE WORLD."
This road runs from Winnipeg to the Rockies along one of the old Indian trails.

Farming and Ranching Lands in British Columbia Interior

TAPPED BY THE NEW LINE OF THE GRAND TRUNK PACIFIC RAILWAY AND ON THE ROUTE OF STEAMBOAT NAVIGATION.

A scene on our Bella Coola claims.

12,000 acres in claims of 80 to 640 acres in the Bella Coola Valley, fronting on or near Salmon River, Anaham Lakes, and tributary streams.

1,700 acres in claims of 160 to 320 acres in the celebrated Bulkley Valley, destined to become one of the foremost agricultural districts of the Province.

12,800 acres in claims of 640 acres at Stewart Lake. Lack of transportation facilities has been a handicap to this district. This problem has now been solved by the successful navigation of the rivers by steamers, and will soon be still further aided by the new Grand Trunk Pacific Railway, so that the brilliant future of this district is now assured.

All this land has been staked by ourselves and is the best obtainable in the different districts mentioned. We are offering this at the exceptionally low figure of $8 per acre, and will be pleased to send you our booklet with maps and all particulars fully describing the several districts.

Pemberton & Son, Fort Street, Victoria, British Columbia

FINANCIAL POSITION OF TORONTO

Speech by the new Mayor.

In his inaugural speech Mr. G. R. Geary, the Mayor, said :—

"The financial position of the corporation was never better than at the present time, and the credit of the city stands high in the money markets of the world. During the year just closed general debentures to the amount of $1.961.000, and local improvement debentures to the amount of $1,469.432 aggregating $3,430,432, were authorised and issued; while $40.050 general and $889.100.06 local improvement debentures, aggregating $929.150.06, were redeemed with sinking fund moneys available for that purpose.

"The total bonded debt of the city, including the former town of East Toronto and the former city of West Toronto, on December 31 last was $28.984.758, irrespective of authorised issues of $2.400.000 and $2.750.000, for the trunk sewer and electric power distribution respectively, upon which works very little has been expended. The local improvement debt at the same date was $6.998.030, making the total bonded indebtedness $35.982.788. The sinking funds amounted to $9,312.948, leaving the net bonded debt $26.669.840. Of the above general debt $8.881.342 is revenue producing, and the local improvement debt of $6.998.030 is specially rated

A Small Borrowing Limit.

"It having been stated at various times that the statutory limit of the city's borrowing powers for general city purposes had almost been reached, the matter has been looked into carefully, and it is found that at the present time there is only a margin of about $4,500,000 of borrowing powers on an assessment of $267.000.000. The corporation owns property in the city of Toronto to the assessed value of $19,271.400, the commercial value of which is estimated at nearly $25.000.000. This valuation is exclusive of all the public works and services of the city which have been provided at heavy cost to the taxpayers, and though not available assets are required for public use and convenience."

The Mayor spoke of Toronto's advance in the past five years as having been substantial He referred to the city's total assessment having increased in that time by $95.031.583. The value of the building permits issued last year by the City Architect was $18.154.047, an increase of $12.257.927 in five years, and an increase of $6.358.611 over the value of the permits issued in 1908.

DEVELOPMENT OF NEW TOWNS ON THE G.T.P. LINE.

One of the best and most striking evidences of the remarkable growth and development of the new towns on the line of the Grand Trunk Pacific is to be found in the fine Christmas Numbers recently issued by newspapers published at points which were a side track a year before and utterly unknown two years ago. Among them are *The Melville Canadian*, *The Wainwright Weekly*, and *The Prince Rupert Optimist*. These papers are all illustrated with cuts from photographs of the public buildings and of the towns, and they breathe a spirit of enthusiasm peculiar to the West.

GROWTH OF TWELVE WESTERN CITIES IN THREE YEARS.

Population Increased 70 per Cent.

The phenomenal increase of twelve cities in the provinces of Manitoba, Saskatchewan, and Alberta is shown in a carefully compiled table issued by the *Manitoba Free Press*, which points out that during the last three years the population has increased by 70 per cent. The increase of trade and population in the rural districts has caused the rapid growth of towns and cities in Western Canada. Twelve cities have an aggregate population of 269.165 at the present time, and when the official census of the Dominion was taken in 1901 their population was 69.944. The increase in nine years is therefore 284 per cent. Since the official census of 1906 was taken in Western Canada the increase is 70 per cent.

POPULATION OF TWELVE WESTERN CANADIAN CITIES.

	*1901.	*1906.	1907.	1908.	*1909.	Inc. 9 yrs. 1901-9. per cent.	Inc. 3 yrs. 1906-9. per cent.
Brandon	5,620	10,408	10,730	11,282	13,000	131	24
Calgary	1,091	11,976	20,040	25,000	29,265	614	144
Edmonton	2,626	11,167	18,000	20,000	25,000	852	123
Fernie	1,873	3,913	1,300	†4,800	5,300	183	88
Lethbridge	2,072	2,313	3,700	6,020	10,000	382	332
Medicine Hat	1,570	3,020	...	...	5,000	218	65
Moose Jaw	1,558	6,249	7,500	10,100	12,000	670	92
Portage la Prairie	3,901	5,106	4,609	6,269	7,000	76	37
Prince Albert	1,785	3,005	...	...	7,000	292	133
Regina	2,249	6,169	9,000	10,000	13,500	500	118
Saskatoon	113	3,011	...	...	12,100	2565	301
Winnipeg	42,340	90,153	111,729	118,252	130,000	207	44
Total 12 cities	69,944	157,696	185,328	211,523	269,165	284	70

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* The populations for 1901 and 1906, with the exception of Fernie, are taken from the Dominion Government census returns for those years; for 1909 the figures are estimated from data supplied by secretaries of Boards of Trade, municipal, and police officers, and bank managers.

† In August, 1908, Fernie was entirely wiped out by fire, nevertheless its population has shown a remarkable increase.

CANADIAN STOCK EXCHANGE TRANSACTIONS DURING 1909.

The following tables show the number of shares dealt in at Montreal and Toronto during 1909 in some of the leading Canadian stocks and shares, together with the highest and lowest prices of the year, the whole being compared with similar transactions during the years 1907 and 1908. The prices were those prevailing at the Montreal Stock Exchange, except where otherwise stated. The current price of these stocks will be found in our Securities table, which appears on page 122 :

NAME OF COMPANY.	PRICE.						Number of Shares dealt in.					
	1909.		1908.		1907.		1909.		1908.		1907.	
	High.	Low.	High.	Low.	High.	Low	Montreal.	Toronto.	Montreal.	Toronto.	Montreal	Toronto.
Amalgamated Asbestos Com.	33	27½	—	—	—	—	3,126	265	—	—	—	—
British Canadian Asbestos	93	70	—	—	—	—	11,865	—	—	—	—	—
Canadian Gen. Elec. ...	111	103¼	108¼	84½	135¼	—	80	4,173	297	7,015	60	19,158
Canadian Pacific Ry.	189	166	180	142	195⅛	140	82,277	19,291	54,829	10,727	20,923	2,761
Dominion Coal, Com.	95	43	60	37⅞	70¼	37	76,189	41,135	13,894	6,822	21,332	5,731
,, ,, Pref. ...	120	96	103	85	112	85	3,999	390	3,034	165	783	—
Dominion Iron & Steel, Com.	72	19	24½	14	25	12½	687,362	153,883	63,354	4,958	124,353	1,927
,, ,, ,, Pref.	138	69½	75	44	66½	36	107,272	445	18,020	217	19,068	480
Dominion Textile, Com.	79¼	57½	67	40	47	42	74,520	—	24,294	—	1,533	—
,, ,, Pref.	110	95	107	78¼	99	75	14,814	—	8,866	—	3,058	—
Lake of the Woods Milling, Com.	145½	97½	98¾	71	90	65	57,561	7,202	21,699	4,608	11,567	599
,, ,, ,, Pref.	128	118	119	103	110¼	99¾	2,195	137	2,970	344	3,291	75
Laurentide Paper Co., Com. ...	130	112	112	93	93½	80	2,920	225	4,013	313	1,418	—
,, ,, ,, Pref	131¼	112½	118	101	108½	98	1,308	218	2,138	686	3,964	—
Minn. St. Paul & S.S. Marie Com.	148¼	134	135	80¼	103¾	65	35,750	1,400	59,584	6,421	1,282	2,425
,, ,, Pref.	160	157¾	149⅝	135	125¾	125¾	52	—	300	165	10	1,037
,, ,, New Com.	139	130	—	—	—	—	750	—	—	—	—	—
,, ,, ,, New Pref.	150	142	—	—	—	—	18	—	—	—	—	—
Montreal Cotton ...	131	117	125	105	128	103¼	3,219	—	2,293	—	576	—
Montreal Light, Heat & Power	136¼	109	112½	85	96½	79	175,751	1,281	98,294	1,266	89,122	450
Montreal Steel Ry. ...	223¼	203	204½	170½	239	157	34,639	—	16,099	—	31,020	—
,, ,, ,, New	216½	203	202	170	234	159½	314	—	1,247	—	4,112	—
N.S. Steel & Coal Co., Com. ...	87½	54⅛	62	41⅞	79	45	47,719	25,588	16,092	11,852	22,576	9,746
,, ,, Pref.	122	114	115	108½	120	106	550	34	388	116	467	30
Ogilvie Flour Mills, Com.	144¾	112½	116	101	—	—	43,554	3,483	14,649	200	—	—
,, ,, ,, Pref.	128	118½	130	114	120	110	2,066	202	2,173	75	2,326	—
Penman's Ltd., Com.	66	42	50	29¾	33	29	38,550	2,188	14,526	590	125	10
,, ,, Pref. ...	93½	84	132¼	72½	80	80	131,769	17,074	144	25	5	15
Quebec Ry, L. & P., Com. ...	69	38¼	—	—	—	—	44,784	—	—	—	—	—
,, ,, ,, Pref.	120	113	—	—	—	—	2,116	—	—	—	—	—
Shawinigan W. & P.	103½	80½	81	55	58	45	17,515	—	15,487	—	4,484	—
Winnipeg Elec. Ry. ...	190¼	156¼	171⅝	132¼	186½	126½	2,141	8,377	1,329	9,666	802	3,965
BANKS.												
British North America...	155	148¼	147	141	155	148¼	131	—	251	—	91	—
Commerce ...	196¼	171½	164	155¾	179½	148¼	3,061	6,520	2,854	7,142	1,804	5,394
Dominion ...	242	240	225	221½	243⅜	233¼	232	5,119	52	6,425	245	5,614
Eastern Townships ...	165	155	156	148	162½	150	426	—	776	—	554	—
Imperial ...	228¾	226¼	218½	218½	225	217⅝	43	2,201	6	3,119	30	4,102
Merchants'	170	160	166	157	153½	150	2,399	310	1,287	113	2,394	261
Molson's ...	211	199¾	207	101	215¾	205	1,995	13	1,990	55	288	25
Montreal ...	254½	245	250	228	257	225	3,836	117	3,515	184	3,546	57
Ottawa	213	210	—	—	—	—	144	42	—	39	—	92
Royal ...	232¼	212	233	211¾	242	218	1,398	20	793	23	900	—
,, New	225	212	—	—	—	—	38	—	—	—	—	—
Toronto	226½	216½	220½	204¾	234	200	190	451	195	486	590	520
Union ...	140	130	134¾	121½	152	125	603	155	659	95	590	17
BONDS.												
Dominion Coal	98½	90	93	87	100	90	93	12,000	38,000	—	44,500	—
Dominion Cotton	105	94½	101	91	96	90	421,933⅓	—	261,500	—	299,500	—
,, ,, 4½%	94¼	94¼	—	—	—	—	2,920	—	—	—	—	—
Dominion Iron and Steel	102	77½	80¼	70½	80½	64½	2,590,000	507,000	783,000	82,000	697,000	25,000
Dominion Textile, "A"	98¼	91½	95	80½	92½	80	140,275	—	54,400	—	54,000	—
,, ,, "B"	100	92	96	83¼	92	80	92,500	—	47,983	—	48,986	—
,, ,, "C"	98	90	93¾	82	92½	79	236,500	—	379,450	—	168,500	—
,, ,, "D"	104	92	96½	85	92½	80	19,500	—	21,000	—	50,750	—
Lake of the Woods Milling	112	107½	107½	102½	108	100	27,000	—	24,000	—	84,000	—
Laurentide Paper Co. ...	114	109	112	104	110	104	95,000	—	16,000	—	63,000	—
Mexican Electric Light	87½	79	90	73⅞	78½	70½	85,200	97,500	815,200	381,000	428,000	127.000
Mexican Light and Power	90	80	90	79⅞	84⅛	76⅞	210,500	414,000	498,000	—	429.000	470,000
Montreal L. H. & P. ...	100½	98⅛	101	91¼	99¾	90	112,000	—	142,000	—	25,000	—
Montreal Steel Ry. ...	102½	99½	100	95¼	104½	97	105,000	—	27,900	—	54,200	—
N.S. Steel & Coal, 1st Mort.	110¼	107	110	103	111¾	106	23,000	—	126,000	9,000	61,000	99,000
,, ,, ,, Consols	109	104	103½	99	—	—	13,500	—	77,000	—	—	—
Ogilvie Flour Ord. ...	115	108	113¼	105	119¾	105	55,000	—	36,000	—	37,000	—
Quebec Ry. L. & P. ...	101½	100	—	—	—	—	12,800	—	—	—	—	—
Winnipeg Ry.... ...	106	102¾	106	99	105½	99½	117,500	—	130,000	—	123,000	—
The following stocks are listed only on the Toronto Stock Exchange:—												
Crow's Nest Pass Coal ...	100	75	130	120	—	—	—	969	—	8	—	—
Electrical Devel. of Ont.	60¼	50	28	16	47	47	—	1,621	—	160½	—	10
Northern Navigation	122½	97	100¼	83	104	79¾	—	7,345	—	2,512	—	885
Toronto Electric Light ..	135	114	125	110	160	110	—	3,127	—	3,430	—	1,283
Toronto Railway ...	130	107½	107⅞	94½	115⅛	83	—	12,651	—	—	—	3,233
LOAN & TRUST.												
Canada Landed & Wat. Inv. Co.	160	135	127	113½	124⅝	113½	—	769	—	532	—	1,214
Canada Perm. Mort. ...	163¾	140	141	111¾	126½	111½	—	31,921	—	29,607	—	26,444
Col. Investment & Loan	71	63	70	60	80	57	—	5,313	—	5,253	—	5,006
Dominion Sav. & Inv.	72	70½	72	70	71½	70	—	23	—	134	—	377
Hamilton Prov. & Loan	125	118	120	117¾	124	120		81	—	117	—	151
Huron & Erie Loan ...	198	181	182¾	174	186	174½	—	206	—	499	—	503
,, ,, ,, 20% paid	—	—	168	165	171	171	—	—	—	373	—	125
Landed Banking & Loan	127	122	120	120	124	122	—	25	—	23	—	50
London & Canadian Loan	115	107	106½	95	108½	100	—	742	—	589	—	761
National Trust ...	200	170	150½	145	160	157	—	180	—	236	—	59
Ontario Loan and Deb...	142	138½	130	128	135	130	—	12	—	52	—	231
Real Estate Loan ...	103	93	92	85	87	85	—	199	—	44	—	72
Toronto General Trusts...	165	150	145	143	150	145	—	395	—	74	—	149
Toronto Mortgage ..	130	114	111½	104	111	105	—	436	—	364	—	200

Commercial Development in Canada.

IMPORTANT AMALGAMATIONS DURING 1909.

DURING the year 1909 a great tendency was exhibited towards the amalgamation of various interests. Thus during the twelve months nine "mergers" were completed in which asbestos firms, cement-making plants, breweries, rolling stock and carriage factories, light and power companies, and other smaller industries were concerned. Moreover, the arrangements for the amalgamation of the Dominion Iron and Steel Co. and the Dominion Coal Co., which were begun during the last month or so of 1909 are not yet complete. The reasons for these numerous amalgamations can be easily explained when it is remembered that the beginning of last year saw the various concerns just recovering themselves after the bad times of 1907 8. All the industries were feeling the effect of the prolonged dulness and practical stagnation. They had, moreover, been in severe competition with each other, and the respective directorates began to see that the future offered greater opportunities to united companies fighting foreign companies than to single concerns compelled to do battle with their countrymen as well as with importers. At the same time, money had become so plentiful with the banks and financial institutions of the country that these were prepared to provide the necessary means to carry out such undertakings as appeared to them financially sound. As a result of these conditions, the following amalgamations were formed. The ensuing table, which has been prepared by the *Monetary Times* shows the securities authorised as well as those issued:—

	Authorised				Issued		
	Common Stock	Preferred 7 p.c. Stock	Bonds	P. C. of Int.	Common Stock	Preferred Stock	Bonds
	$	$	$		$	$	$
Amalgamated Asbestos Corporation, Ltd.	8,125,000	1,875,000 cum.	15,000,000	5	8,125,000	1,875,000	7,500,000
Black Lake Consolidated Asbestos Co., Ltd.	3,000,000	1,000,000 n. cum.	1,500,000	6	3,000,000	1,000,000	1,000,000
National Breweries, Ltd.	6,000,000	4,000,000 cum.	2,500,000	6	6,000,000	4,000,000	1,500,000
Canada Cement Co., Ltd	19,000,000	11,000,000 cum.	8,000,000	6	13,500,000	10,500,000	5,000,000
Carriage Factories, Ltd	2,000,000	2,000,000 cum.	1,000,000	6	1,200,000	1,200,000	300,000
Canadian Car & Foundry Co., Ltd.	5,000,000	7,500,000 cum.	3,500,000	6	3 500.000	5,000,000	3.500.000
Quebec Railway, Light, Heat, & Power Co., Ltd.	10,000,000	...	10,000.000	5	9,500,000	...	8,654.600
The Siemon Co., Ltd	500,000	500,000 cum.	...	...	400,000	400,000	...
The Canadian Consolidated Felts, Ltd.	2,000,000	...	...	...	2,000.000	...	...
	55,625,000	27,875.000	41,500,000		47,225,000	23,975,000	27,454,600
The Uncompleted Merger (Steel-Coal)	35,000 000	8.000,000 cum.	27,500,000		35,000.000	8,000,000	24,429,000
	90,625,000	35,875,000	69,000,000		82,225,000	31,975,000	51,883,600

The Amalgamated Asbestos Corporation, Limited.

This was the consolidation of the British Canadian Asbestos, Limited, the Standard Asbestos, Limited, King's Asbestos Mines, Beaver Asbestos Company, Dominion Asbestos Company, Limited, and the Bell Asbestos Mines (by a contract for the surplus output of the latter). The bonds were underwritten at par, and carried a bonus of 25 per cent. of common and 25 per cent. Dividends on the preferred stock have been declared from the first of 1909. The earnings indicate a surplus of 1 or 2 per cent. against dividends on the common stock.

Black Lake Consolidated Asbestos Company.

Some months following the formation of the Amalgamated Asbestos Co., Ltd., the Black Lake Co. was promoted. The bonds were issued at par, purchasers receiving 50 per cent. common and 25 per cent. preferred as a bonus therewith. The issue was largely oversubscribed. The properties included in the deal were:—The Union Asbestos Mines, the Southwark or Bell's Mine, and a controlling interest in the Imperial Asbestos Company, and the Black Lake Chrome and Asbestos Company.

National Breweries, Limited.

Early in April this company was launched, and included the brewing interests of the Province of Quebec. These were Dawe's Brewery and Dowd's Brewery, Lachine; Union Brewery, Eker's Brewery, Reinhardt's Brewery, Canadian Brewery, Montreal Brewery, and the Imperial Brewery of Montreal; Ste. Therese Brewery, Ste. Therese, Quebec; and Boswell's Brewery and Amyot's Brewery of Quebec City.

Canada Cement Company.

This "merger" consists of all the rock cement plants east of the Rockies. A few marl plants were also taken in. Out of a total of 23 plants, the following decided to throw in their lot with the Canada Cement Company, Ltd.:—The Lakefield Portland Cement Company, the Canadian Portland Cement Company, the Owen Sound Company, the Alberta Company, the Belleville Company, the International Company, and the Vulcan Company of Montreal, and the Lehigh of Belleville, Ontario, the latter two being closely associated with American companies of the same names. Contracts were also entered into with the Western Canada Cement and Coal Company, Ltd., and the Eastern Canada Portland Cement Company of Quebec. The company was the largest industrial consolidation ever effected in Canada up to that time. The issue was made to the public in September, the preferred stock being taken at $93 per share, including a bonus of 25 per cent. of common stock. The company enjoys many advantages, not the least of which is the fact that, owing to the geographical position of the various concerns, freight rates can be saved to an enormous extent.

Carriage Factories, Limited.

This combination was formed for the manufacture of road vehicles, are included the Canada Carriage Company, the E. N. Heney Company, the Munro and McIntosh Carriage Company, and the Tudhope Carriage Company, Limited, Ontario. These companies accepted preferred stock at underwriters' prices for their assets and common stock for their goodwill. Bonds could only be issued for new plants, extensions, etc. The companies entering the combination had been in business for so long as fifty years in some instances, and based on the last few years of their history, the new company started with net profits already assured of a sufficient amount to pay the annual interest on the $300,000 bonds issued, and $200,000 more to be issued, besides the dividends on the preferred stock issued, while a surplus equal to 10 per cent. on the common would remain. The public offering of preferred stock was made at $95 per share, 25 per cent. common stock accompanying it as a bonus.

Canadian Car and Foundry Company.

One of the most important combinations was that of the great rolling stock manufacturing firms of Rhodes, Curry, and Co., Amherst, N.S., the Canada Car Co., and the Dominion Car and Foundry Co., Ltd., the combined liquid assets of which amounted to $2.880.115. It was estimated that earnings for the coming year would amount to $1,500,000, or sufficient to pay the interest on the bonds of the Canada Car and Foundry Company, the dividends on the preferred stock, and leave a surplus equal to 11 per cent. on the common stock. An issue of $3.150.000 7 per cent. preference stock was made through Parr's Bank, at 95 per cent., and was said to have been over subscribed. Canada was not offered the securities, although the preference stock is selling on the exchange at Montreal at about par.

Quebec Railway, Light, Heat, and Power Company.

This consolidation consists of the Quebec Railway, Light, and Power Company, which supplied electric light and the street railway service to Quebec city; the Quebec-Jacques Cartier Electric Company, an electric light and power company having a steam plant in the city and water-power near at hand; the Canadian Electric Light Company, with water power near by, from which it sold power to the street railway; the Quebec Gas Company, and the Frontenac Gas Company. All the securities of the combination have apparently been absorbed by the associated interests, no public issue consequently having been made. The underwriters are said to have purchased the bonds as 90 per cent., a bonus of 50 per cent. common stock accompanying them.

The Siemon Company.

A number of lumber and wood-working mills combined in November, consisting of the Lillicrap-Tate Lumber Mills, Lakefield, Ont.; the George E. Niebergall Mills, Wiarton, Ont., and George Niebergall and Son's mill and veneer plant at Parry Sound, besides a block of 100,000 preference shares of the Siemon Brothers' hardwood flooring plant at Wiarton. A timber limit in British Columbia, estimated to contain 197.500.000 feet of merchantable timber, was another asset taken in. An offering of $400.000 preference shares was made at par.

The Canadian Consolidated Felts, Limited.

A merger of the three Canadian felt companies was effected under the title of the Canadian Consolidated Felts, Ltd. The capital of the company was placed at $2.000.000.

The Steel-Coal "Merger."

One of the biggest combinations ever brought about in Canada is the amalgamation of the Dominion Iron and Steel and the Dominion Coal Companies, which is now being arranged. Mr. James Ross, president of the Dominion Coal, consented to accept the price of $95 per share for 50.000 shares of his stock, payments to be spread over a year and a half, providing the remainder of the shareholders were offered the same terms. It appears that most of the shareholders prefer to go into the merger. The terms upon which the companies will enter the combination are not yet announced.

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NEW WESTERN POST OFFICES.

With the beginning of 1910 twenty-one new post offices were opened in Western Canada. Of these fifteen are in Alberta, a large proportion being in the rapidly settling districts south-east of Edmonton—viz., Blooming Prairie, Botha, Castor, Earlie, Evergreen, Halkirk, Hughenden, Lake MacGregor, Lucky Strike, Lunnford, Maycroft, Moyerton, Paradise Valley, Redwater, and Therien.

In Saskatchewan five new offices were opened viz., Kindersley, Langbank, Mayview, St. Boswell's, and St. Walburg.

The name of the post office Tapscot, Alberta, has been changed to Acme.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

A committee of the University Council, consisting of the Chancellor, Archbishop Matheson, Messrs. Isaac Pitblado, K.C., John A. Machray, and R. T. Riley, waited upon the Hon. R. P. Roblin, the Hon. Robert Rogers, and the Hon. G. R. Coldwell recently, to submit the resolutions of the Council in connection with the site for new University buildings offered by Mr. F. W. Heubach in Tuxedo Park. A resolution of the Council favouring the acquirement of the site, and another favouring the terms and conditions made by Mr. Heubach, were submitted to the Ministers, and an informal discussion took place, lasting several hours, on all the phases of the question. The greater part of the discussion hinged upon the clause of the second report of the committee, which states that the University shall next spring lay out and beautify the grounds of the University, the expenditure connected therewith being estimated at about $20,000. Without the help of the Government in supplying financial aid, this condition cannot be complied with, and it was, therefore, asked to guarantee the amount, so that preparations for work might be made as soon as possible. The proposal was listened to by the Ministers in a favourable manner, and they promised the matter their most earnest consideration. Not until buildings valued at $225,000 have been constructed on the site will its title be vested absolutely in the University, so that the obtaining of the heartiest financial support from the Government is essential.

The next provincial elections will likely be those for Manitoba. Both sides are already busy organising, and many candidates are in the field. The general expectation is that the elections will come some time in the spring, or in the early summer, probably in June.

Selkirk Centennial Postponed.

The board of directors of the proposed Selkirk Centennial has presented a report to the shareholders on the work accomplished to date in the way of preparing for the proposed exhibition. After recounting the work done in the organisation and election of officers, the report, which was presented by Mr. D. C. Cameron, president, gave particulars of the estimated receipts and expenditures which furnished the basis on which the executive was working. It was finally decided, after a brief discussion, that the year 1912 did not permit sufficient time in which to properly organise for so large an undertaking, and the year 1913 was decided on, as more convenient.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

With subscriptions ranging from $1 to $600, funds are being raised by the Greater Regina Club for an aggressive publicity campaign during the new year that already totals $12,000. It is proposed to raise not less than $25,000, and no difficulty is anticipated in obtaining that amount, or, if necessary, $30,000.

Mr. T. M. Young is visiting Minneapolis, Minn., U.S.A., in an efforts to secure a Press agent for Regina at a salary of $4,000, who has had previous experience in this kind of work.

Mr. E. Nicholson, of the firm of Nicholson and Bain, wholesale commission merchants and brokers, Winnipeg, is in the city arranging for the establishment of a branch here, from which to handle the Saskatchewan business.

The sale of city debentures, which was announced some weeks ago, has proved to be an extraordinary investment for the city. The city by the transaction sold debentures valued at $313,600 for $322,394, making $8,794 on the transfer to the Northern Crown Bank. The premium on the investment of the sale of debentures was $2,530, and the accrued interest amounted to $6,263.

Mr. R. H. Williams has been voted the usual grant of $1,000 for his services in the position of Mayor.

The inclement weather, together with the delay of trains, reduced the number of players who engaged in play for the Provincial chess championship in the tournament held on New Year's Day at the City Hall. Despite this fact, however, there was a large attendance, and many interesting games were contested.

News of the Province.

The Hon. A. P. McNab, president of the Saskatoon Milling and Elevator Company, has been visiting Winnipeg on business connected with the erection of a new flour mill in Saskatoon. The 100-barrel mill at present operated by the company has proved insufficient for a trade which extends out over five railroad lines, and the new structure will be completed in time for next season's crop. Mr. McNab states that the biggest traffic is over the Goose Lake extension. There were two to three million bushels of wheat harvested on that branch alone last fall. As an example of the great rush for homesteads in that part of the country, Mr. McNab stated that 400 to 500 were being taken up every month.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton.

It is the intention of the Edmonton Exhibition Association to celebrate the entrance of the Canadian Pacific Railway into Edmonton; the completion of the Canadian Pacific to the coast; the building of the Alberta and Great Waterways Railway to Fort Murray; and the building of the Canadian Northern Railway into the Peace River country, by a grand exhibition to be held here three years from date on its new grounds. The Edmonton district, famous for mixed farming, can support a stock show second to none in the West. The new grounds will have the most modern stock-sheds erected thereon, and exhibitors will find all modern conveniences.

The Massey estate, of Toronto, has given $50,000 towards the erection of a Methodist theological college on the University grounds in Strathcona. The college will be built next summer at a cost of $100,000. The University senate some time ago donated a free site for the college.

During the last year the Province of Alberta created 179 school districts, an increase over the previous year's increase of eleven. A total of 234 new districts were opened, which is at the rate of a little over one for every school day in the year. The total grants paid by the department were $325,119, and the total of debentures authorised was $975,000.

News of the Province.

The Stock Inspector, Mr. J. H. G. Bray, has prepared his annual statement of the shipment of live stock and wool from the Medicine Hat district, which shows the receipts to have aggregated the vast sum of $1,308,167 for the past season. An approximate value in detail has been placed on the total output as follows: Horses, $624,625; cattle, $630,630; sheep, $35,785; wool, $17,126.

Medicine Hat's great annual buck-jumping contest was concluded recently. The prizes were awarded as follows: Art Whitney, $150; George Armstrong, $75; Claud Hassard, $50.

At the last regular meeting of the City Council of Strathcona for the year 1909 an honorarium of $500 was voted to the Mayor, Mr. Duggan, for faithful civic service.

The by-law authorising the running of Sunday street cars between Edmonton and Strathcona has been defeated by the ratepayers of the latter place.

The building permits of Lethbridge for last year amounted to $1,258,665, or $900,000 over 1908. This is considered remarkable in a city of only 10,000 people.

BRITISH COLUMBIA.

Victoria.—The Provincial Government has declined to advance $75,000 for the installation of an electric light plant and equipment at Prince Rupert. The Government agreed to give favourable consideration to an application for a site at Prince Rupert for the municipal buildings. It is understood Prince Rupert will become incorporated at once, adopting government by commission at the start.

-Fourteen moose, captured in various parts of the North-west, have been shipped by the Canadian Australian liner *Aorangi* for Brisbane. It is hoped that they will do well in Australia, where they are to be set free in a suitable district.

— —The plans for the addition to the Empress Hotel, costing, when completed and furnished, in the neighbourhood of $150,000, have been approved by the Canadian Pacific Railway authorities at Montreal and have arrived in Victoria.

The new motor lifeboat, which the Dominion Government has had built at Bayonne, New Jersey, is now on the way west, and will be at its station at Pachena early in the year. The life-saving station at Banfield is to be transferred to Pachena.

The first sitting of the Appellate Court has been held. With Chief Justice McDonald on the bench were Judges Irving, Martin and Galliher. Mr. C. H. Hooley, representing the Benchers, referred to the growth of the Province's judicial status since he was appointed Registrar of the Court, forty-four years ago, when one justice and a registrar conducted all the business.

Vancouver.—The proposal to advance the salaries of Vancouver aldermen from $400 to $600 has been rejected, as well as a proposal to increase the Mayor's stipend from $3,000 to $5,000.

It has been definitely decided to pass a by-law raising the license fee of employment agencies to $250 per annum from the present merely nominal sum of $25.

New Westminster.—The New Westminster Hospital Board has invited competitive plans for their new buildings, prizes of $400, $300, and $200 being provided. The proposed hospital is to cost approximately $100,000.

Prince Rupert.—Messrs McLeod Bros., who have the sub-contract for 240 miles of G.T.P. construction east of Prince Rupert, say steel-laying there will begin in the spring. Work is progressing very rapidly.

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Capital Paid Up 5,000,000.00
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JANUARY'S NEW ISSUES.

Canada has been quite prominent in the money market as a borrower since the beginning of the new year—three prospectuses appearing in the newspapers on one day—and it is satisfactory to find that although four of the appeals were made during the commencing stages of one of the most bitterly contested General Elections in the history of the country, the response of investors to the various issues has been very satisfactory. Here is the list:—

	Amount of Issue.
	£
Ocean Falls Company, Ltd.	300,000
City of Calgary (Alberta)	325.400
Grand Trunk Pacific	1,000,000
Dominion of Canada	4,000.000
Canada Cement Company, Ltd.......	205,500

OCEAN FALLS, LTD.

The Western Canada Trust, Ltd., offered £300.000 of 6 per cent. First Mortgage sterling bonds of the Ocean Falls Company, Ltd., at 97½ per cent., part of a total authorised issue not to exceed $2,000,000. This company was incorporated to acquire and operate a large timber property in the neighbourhood of Ocean Falls, Cousin's Inlet, on the coast of British Columbia, and was introduced under very influential auspices.

CITY OF CALGARY (Alberta).

The prospectus of this issue of £325,400 appeared in our columns on the 15th inst., and was fully dealt with then and later. The price—103½ per cent.—proved attractive, and the issue was quickly absorbed by the public, the new bonds commanding a respectable premium. The Bank of Montreal is to be congratulated on the success of this issue, the subscription list being closed well in advance of the advertised date.

GRAND TRUNK PACIFIC RAILWAY.

During the month the G.T.P. appeared as a borrower of another £1.000.000, the security offered being 4 per cent. Debenture stock, interest being guaranteed by the Grand Trunk company. The issue price was 92½ per cent., at which the stock is a sound and cheap investment, which will, undoubtedly, command a higher quotation ere long. In view of the better feeling in financial circles with regard to the G.T.P., it is probable that this stock will be more easily absorbed than earlier issues.

DOMINION OF CANADA.

Issue of £4,000,000 3½ per Cent. Stock.

Monday, Jan. 17, saw two important issues. The Canadian Government issue is, of course, really a redemption loan; £3,646,527 being required to retire the outstanding 4 per cent. 1910 35 bonds and stocks, holders having the privilege of exchanging into the new loan. The prospectus of this issue appeared in *Canada* on Jan. 22. The most noticeable feature about this issue is that it was made at 99 per cent., a price 2½ per cent. above that at which the Indian Government, earlier in the month, made an appeal only partly successful to the investor. This new issue of the Dominion Government is an attractive investment, and will go to a premium before the year is over.

CANADA CEMENT COMPANY, LTD.

On the same day as the Canadian loan was advertised the prospectus of the Canada Cement Company's bond issue was published, the amount offered by the Bank of Montreal on behalf of the issuers, the Royal Securities Corporation, Ltd., of Montreal, being £205.500 at par. This is the second issue of Canada Cement Company's securities offered during the last six months, and as the bonds carry 6 per cent., it is probable that there was some exchanging of the Preference shares for these; the price of the latter, indeed, reacted sharply. This also is an excellent security and should stand at a respectable premium in the course of the next few months.

* * *

STOCK MARKET REPORTS.

Views of Toronto and Montreal Brokers.

An interesting survey of "Canada's Natural Resources" is given by Messrs. Jaffray, Cassels and Biggar in their latest market letter. In writing on this topic this firm express their desire "to consider solely security, quite apart from the reward in the form of dividends," and they add "from the point of view of security alone, undoubtedly, the first place in the list must be given to agricultural land. Investment in this natural resource—agricultural land—can be made through loan companies' securities. The security of their issues should be most attractive, for the fact that their advances on such land are usually but fifty per cent. of the land's value gives ample protection for their loans. We cannot see where any better natural security can be found in this country. The chief product of these lands, wheat, must be ground into flour. We consider, therefore, that the flour milling industry is the most indigenous, and that Canada's natural resources in this field offer most attractive security. Canada's mineral lands are another natural resource, and a secure one. The merger of the Dominion Coal and the Dominion Steel Companies will result in offering to investors securities the basis of which will be both coal and iron in almost inexhaustible quantity.

"We regard Niagara Falls as another of 'Canada's natural resources.' The development of electrical power from the Falls is a natural act, as is the growth of wheat on the prairies. There promises to be an increasing demand for this product of nature at Niagara, and we believe that capital invested in this operation will share in the rewards coming from the development of 'Canada's natural resources.' "

Messrs. Burnett and Co., in a recent letter referring to Stock Exchange movements state that "B.C. Packers preferred stock is stronger on the expectation that the balance of the back dividends will be paid shortly. Montreal Steel Works is strong on good earnings and on the report that there is going to be an amalgamation between them, the Montreal Rolling Mills Company, and the Hamilton Steel Company. We cannot get any confirmation of this rumour.

"The Toronto railway earnings for last year were $3.903,000, an increase of $293,000. This Company pays the City nearly three times what the Montreal Street Railway does. The vote in favour of the proposed subway had little or no effect on the stock, which, however, is weaker in sympathy with the general market. As we understand it, this vote simply authorised the Council to get permission from the Legislature to build a subway and to raise the money, but before this can be done a bye-law must be passed and voted on by the citizens.

"New Quebec is another active unlisted security. The bonds are selling freely around 83 and the stock around 33. We think there has been some fear of a large block coming on the market from a large shareholder of the old company."

◆

FINANCIAL ITEMS.

Cataract Power Co.—This company, which operates in Hamilton, Ontario, has again passed its dividend, which approximates $113,000 this year. The money will be used to improve the Street Railway system.

Canadian General Electric.—It is stated that the dividend will be raised to 8 per cent.

The Quebec Railway.—Mr. Frank Ross and Mr. Frank W. Ross have retired from the old Quebec Railway Board. The Quebec Railway was one of the concerns which amalgamated in the Quebec Light, Heat, and Power Company.

A Ritz Hotel in Montreal.—The Carleton Hotel Company, Montreal, has been incorporated with a capital of $2,000,000 to carry on a hotel business.

New Granby Issue.—The Granby Mining and Smelting Company has decided to issue 13,500 shares of its 15,000 shares of treasury stock. Stockholders will receive shares on the basis of one share of new stock for every ten shares now held at $85 a share. The authorised capital of the company is $15.000.000. The stockholders several years ago voted to issue stock to pay for the company's investment in the shares of the Crow's Nest Pass Coal Company, and it is presumed that the proceeds from the stocks now to issue will be used in paying the indebtedness incurred in the acquisition of these shares. At the present time the company is operating at the rate of about 30,000,000 pounds per annum. The maximum capacity is 35.000.000 pounds, and the management has no plans for the enlargement of smelting capacity beyond this figure. The Crow's Nest Pass Company has recently increased its dividend to 6 per cent.

Montreal Light, Heat and Power Co.—The Bank of Montreal has been instructed to make the following notification: The directors of the Montreal Light, Heat and Power Co. have declared a dividend of 1¾ per cent. on the paid-up capital stock, being at the rate of 7 per cent. per annum for the quarter to the 31st inst., first, to shareholders of record on the 31st inst. on the Montreal and London (England) registers; second, to holders of share warrants in redemption of Coupon Serial No. 35. Dividend cheques will be mailed to registered shareholders on the 15th prox., and share warrant coupons will be redeemed on presentation at the Company's offices in Montreal, or at the banking house of Messrs. L. J. Forget and Co., in Paris.

Bank of Montreal.—This Institution has declared its usual quarterly dividend of 2½ per cent

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

The Canadian security markets have begun the year in a cheerful mood, and it is confidently believed that 1910 will be a busy one in financial circles. The Christmas trade was satisfactory, purchases being on a scale that reflects the general prosperity of the country. Whilst the security markets have commenced the year optimistically, however, conditions do not seem to justify a continuance of the upward trend which was such a marked characteristic of last year. The political situation, both over the border and in the Mother Country, is likely to keep the markets in a watchful mood until it is seen what is going to happen in Wall Street and in London. As was shown last week, many of the advances last year have placed stocks at high levels, and it is not impossible that there may be some reaction from the closing prices of 1909, to be followed later by a further advance when the political positions in the United States and Great Britain are less obscure than they are at present.

Politics and Canadian Investments.

British investors have contributed much capital for Canada's requirements during the past year or two, and it is beginning to be recognised that if the coming elections should go against the Peers and the Conservative Party the alarm which has already led to the investment of large sums in Canadian investments will spread, and probably lead to the employment of larger sums of British capital in this country and other Colonies. British investors have already shown how favorably disposed they are to Canada, and although the small interest—3 per cent.—allowed by the Canadian banks on deposits will not attract their savings, it is regarded in well-informed quarters here that there will be much larger investments in Canadian stocks and bonds than hitherto, especially as quite high-grade issues can be bought to pay 4½ and 5½ per cent. Many of the banks will be seeking powers to increase their authorized capital during the current session of Parliament, and it is likely that efforts will be made to place a proportion of the new shares that may be issued amongst British investors, whilst the bond issues of public utility companies and industrial concerns should also prove acceptable to those British investors who aim at a high standard of safety rather than a high return upon their capital.

Black Lake Asbestos Issues Listed.

The past week has seen the listing of Black Lake Consolidated Asbestos securities on this exchange, this step being followed by a good deal of activity in the shares affected, prices having advanced to a somewhat notable extent. The stocks listed are $510,000 of bonds, $1,000,000 Preferred, and $2,999,400 Common shares. *Toronto Saturday Night*, usually well informed on financial matters, says that the reason that the Black Lake Company has not accepted an offer to sell its output for the next two years, is because the directors prefer to await the completion of the plant before entering into contracts. The company is said to have ore blocked out that will enable it to extract one thousand tons a day for the next hundred years. The stocks of the company are held by nine hundred widely scattered holders, and have been properly digested.

Rubber Developments.

One of the features has been a sharp rise in Rubber Common on rumours that the bonds are to be retired. Mr. D. Lorne McGibbon is said to have ridiculed the story. He also stated that there will be no increase in the dividend on the Common, owing to the fact that an additional plant is to be built, and that the company will have to provide a large amount of working capital during the next twelve months or so owing to the problems confronting the trade, as a result of the large increase in the price of crude rubber. The bonds are being bought for investment purposes, and although it was long ago planned to retire them gradually, it will probably be some years before this is effected.

THE LONDON MARKET.

LONDON, WEDNESDAY.

Political influences have again held in check the general volume of business on the Stock Exchange, and while several outbursts of strength and activity in specialities, notably in rubber shares, have demonstrated the readiness of operations to take a "bullish" line if afforded the opportunity, the majority of departments have been unable to throw off election inertia. Gilt-edged issues after a show of firmness have turned weaker, despite the reduction in the Bank rate, and home rails have ruled irregular, only special stocks responding to excellent dividend announcements. Americans have been in an unsettled state most of the time, and are now very flat on fears regarding the action of the Federal government towards the trusts and some calling in of loans, advanced by the banks to various speculative pools. Foreigners have presented an inactive but steady appearance most of the time, and mines have seesawed, though possessing a good undertone.

The Canadian section has shared the irregularity of the rest of the "house," and business has at no time attained wide proportions. Among the gilt-edged issues of the Dominion Canada 3¾ per cents. have picked up ½ to 101½, while Province of Quebec 3 per Cent. bonds are also higher by that fraction. Railway stocks have not been conspicuously good. Canadian Pacifics leave off fractionally lower, although the traffic published in respect of the third week of the month recorded the satisfactory increase in gross receipts of $338,000. The weakness and irregularity in the American market has reacted unfavourably upon this group. Grand Trunk Guaranteed Fours on balance have improved ½, but junior quotations are unchanged to ⅜ down, the latter loss being marked by the Third Preference. The company's traffic for the last week showed a gain of £28,783. Among land shares the tendency has been dull. Hudson's Bays have given way ½ to 103, while Southern Alberta Lands have drooped 3d. The feature in the miscellaneous department has been the revival of cheerfulness among South American tractions. Mexico Trams have moved forward no less than 5 to 131, while the 5 per cent. bonds have risen a point. Mexican Light and Power is 1 to the good. Rio de Janeiro Trams are 2 better, and the 5 per cent. bonds 1½. Canada Cement Common has moved up 3 to 26, but the Preferred is a shade weaker on balance. Dominion Textiles have been more supported. Shawinigan Water concludes with an improvement of 1 at 103½, but, on the other hand, Canadian General Electric has drooped ½, and Lake Superior shares are a point weaker.

The prospects of the Manitoba and Saskatchewan Coal Co., which has made a 6 per cent. bond issue recently, the price of which stands at 97½-8, would appear to be good, as there is a large deposit of low-grade coal which they are able to sell at $4 a ton, as against the Galt and other mines, whose output is sold at $8 a ton. In addition to this there is a considerable fire-clay deposit below the coal.

FINANCIAL ITEMS.

Traders' Bank.—This institution has increased its dividend to 8 per cent. this year. The bank's earnings for the year, after making the usual provision, were $457,082, compared with $500,217 in 1909. Some $316,000 was paid in dividends, the last quarterly dividend being only on an 8 per cent. basis; $200,000 was transferred to rest, $20,000 was written off bank premises.

The Canadian Car and Foundry Co.—This company held its first general meeting on January 11 and declared the dividend for December 31, 1909, on the preferred stock. As directors were elected: Messrs. N. Curry, James Redmond, H. S. Holt, Geo. E. Drummond, I. Hamilton Benn, T. J. Dummond, N. S. Reder, W. W. Butler, W. M. Aitken.

Bank of Montreal.—This institution has opened a sub agency at Hamilton, Canada, on the 17th inst., to be known as the "Barton Victoria" Branch.

Canadian Government Four per Cent. Loan of 1910. The Bank of Montreal reminds holders of the £3,646,527 outstanding Dominion of Canada 4 per cent. 1910 1935 bonds and stock (in respect of which the Government has given notice of redemption on 1st July, 1910), that the list for conversion into 3½ per cent. stock upon the terms of the prospectus dated January 15, 1910, closes on Thursday next, January 27, at 4 p.m.

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JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
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CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3	97	94	94½	91	92½.91½
" 3½ Reg.	102	98½	101	97	101.100
" 3¾% Bonds ...	102	100½	103½	100	101½.100½
Alberta, 1938	Iss.	1909	102	99	102½.101½
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4% B'ds, 1947	102	98	104	100	102.100
Nova Scotia, 3½ ...	95	90	96	92	94.93
Ontario (Pr.) 3½%... ...	93	91	97	92½	95.94
Quebec (Pr.) 3	85½	81	87	83	85½.84½
Saskatchewan 4%, 1949	Iss.	1908	103	97½	102.101
Calgary (C.) 4½ Debs.	104	98½	106	100	106.104
Edmonton 4%, 1915-47	108	103½	109	105	106.104
Hamilt'n(C.)4%, Deb.1934	102	96	103	99	102.100
Montreal(C.)4%, Deb.1932	107	99	106	102	106.104
Ottawa 4½%, 1913... ...	104	100	105	100	103.101
Quebec(C.) 4% Debs. ..	103	99	104	100	102.100
Regina (C.) 5%, 1923-38	107	101	109	105	108.106
St John, N.B. 4%, 1934	103	97	103	99	102.100
Saskatoon (C.) 5%, 1938	105½	101	107	102	[illegible]
Sherbrooke(C.)4½% Deb., 1933	—	—	105	101	104.102
Toronto (C.) 4% Stg Bds.	103	99	106	99	102.100
Vancouver (C.) 4% Deb., 1947-6	101½	99	104	99	104.103
Victoria (C.) 4% Debs., 1933-58	99½	98½	102½	99	101.100
Winnipeg (C) 4% Deb....	103	97	104	99	103.101
BANKS.					
B. N. A.	147	141	155	147½	155.154
*Commerce	171	155¾	104	171½	205.204
Dominion...	225	221½	242	240	[illegible]
Imperial	218½	218½	228½	220½	237.235
*Merchants	166	151	170	160	176.175
*Molsons	207	195	211	199¾	201.200
Montreal	250	226	251½	245	[illegible]
*Ottawa	208	200	213	210	210
*Royal	233	211	233	212	226.224
*Toronto	220½	204½	227	211½	[illegible].217
INDUSTRIALS.					
Bell Telephone	143	115	150	138	151.149
Canadian Car Co	Iss.	1909	—	—	67½.66½
Canada Cement Com. ...	Iss.	1909	—	—	26.24
" " Pref. ..	Iss.	1909			[illegible]
*Canadian Col. Cot. M...	50½	47½	63	47½	61.58
Canadian G. El. C. ..	108½	80½	127	101½	[illegible]
*Canadian Marconi ..	1.70	1.50	—	—	
*Consumers Gas	198	182	207	195½	206.204
*Crow's Nest Pass Coal...	130	120	[illegible]	7	77.76
Dominion Coal Com. ..	70½	37	93½	43	[illegible]
* " Pref ...	112	85	119	96	[illegible]
Dominion I. & S. Com.	25	12½	72½	19	70.69
" " " Pref.	66½	36	138	69½	141.139
*Dominion Textile Com	47	42	79½	57½	75.74
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	60½	50	—
Halifax Electric	104½	87½	122	106½	128.127
*Internat. Coal & Coke...	79½	60	—	—	83.82
*Internat. Portland Cem.	122	106½			175
*Lake of the Woods Com.	96½	71	145½	97½	140.145
* " " " Pref.	119	103	128	118	128
*Laurentide Paper Com.	112	93	130	112	134.130
* " " Pref.	118	101½	131½	112½	131
Mackay Co.'s Com. ...	77¾	51½	95	70½	93.92
" " Pref. ..	71	59¾	77	69	81.80
Mexican L. & P. Com.	79½	45¾	89	62	68.67
" " Pref.	108½	99	107½	103¾	104.100
Mexico Tram	139	68½	150½	123½	132½.130½
*Montreal Cotton ...	125	105	131	117	130.128
Montreal L. H. & P. ...	113½	85	129½	109	140.136
*Montreal Steel Com. ...	83½	60	104	68	106.104
* " " Pref. ...	112	92	117	100	118.115
Montreal Street	204½	170½	223	203	[illegible]
*Montreal Tele.	148	135	159½	135	150.146
*Northern Nav.	120½	83	123½	97	113
N. S. Steel & Coal Com.	62	43	84	54½	78.77
* " " " Pref.	119	108½	112	114	118
Ogilvie Flour Com. ...	116	102½	144½	112	143.141
" " Pref .	130	114	128	113½	[illegible]
*Penman's Ltd. Com. .	50	29½	60	42	[illegible]
* " " Pref. ...	132½	72½	93½	83	88.87
Richelieu & Ont. N. ..	78	62	92½	97	100.98
Rio de Janeiro T... ...	82	29½	107	87	93½.92½xd
St. John Ry.	125	110	—	—	101
St Lawrence & Chicago Nav.	126½	109½	128½	105½	119.118
Sao Paulo	157	113	163	148½	153.151
Shawinigan W. & P. ...	81	55	105	80½	103.101
*Toronto Electric Light...	—	—	—	—	120.118
Toronto Ry.	115½	94	127½	107½	130.129
Winnipeg Elec.	171½	123½	190½	156½	187.186
W. Kootenay Power Bds.	—	—	—	—	110.108
RAILWAYS.					
Alberta Ry	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Deb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Can. Northern Perp. Deb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C. P. R.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dominion Atl. Ord	18	[illegible]	17	[illegible]	[illegible]
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Gd. Trunk Pac. 1st M	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 4 Deb. "A"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Grand Trunk	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 4 Guar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 1st Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 2nd Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 3rd Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Minn. St.P. & S.S.M. Com.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec Cent. N. Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec & L. St John Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
White Pass	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 5 1st Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 6 Deb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	1908.		1909		1910.
	High	Low	High.	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	152.148
*Canada Perm. Mort. ...	120½	111½	163½	140	164
*CanadianSavings&Loan	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	179
*Dom. Savings & Invest.	72	70	72	70½	71½
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	110
*Montreal Trust & Mort	132	132	141½	132	132
*National Trust of Ont.	150	148	200	17	200
*Toronto General Trusts	150	143	165	150	165
*Toronto Mortgage ...	107	104	130	114	[illegible]
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	20.25
Can. North Pr. L. ...	45/-	32/6	47/6	42/6	47/6.45/-
Canada N.W.L.	$113	$65	$110	$05	$105.05
Hudson's Bay	92	73	99	75	104.102
S. Alberta	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Western Canada... ...	[illegible]	[illegible]	[illegible]	1	[illegible]
BONDS.					
*Bell Telephone	104	98½	104½	104½	105
*Canadian Col. Cot. ...	100	92	100	95	100.99
Canadian Iron Corp. ...	Iss.	1908	103	94	102.101
Dominion Coal	94	87	98½	90	102.101
*Dominion Cotton... ..	98½	91	105	99	105.103
Dominion Iron & Steel	80½	70½	97½	77½	98½.97½
*Dominion Textile "A"	98	80½	[illegible]	91½	[illegible].95
* " " "B"	97	83½	100	92	100.99
* " " "C"	96½	82	100	90	96.95
* " " "D"	98	85	104	93	100.99
Electrical Devel. of Ont.	88	70	90	81	86.84
*Lake of the Woods Co	117½	102½	112	104	113.112
Lake Superior Co. ...	Iss.	1909	90½	88	91½.90½
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73¾	87½	79	82½.80
Mexican L. & P.	90	80½	90	80	90.88
Montreal L., H., & P...	101	91½	100½	98½	100.99
*Montreal Street	100	95½	102½	99½	100.99
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord ..	113½	105	115	108	112½
" " 1st M. "B"	[illegible]	105	112½	106½	112½
Rio de Janeiro 1st Mort.	92½	72	96½	90	90½.9[illegible]
Sao Paulo	97	90¾	105	90½	103.101
Winnipeg	106	99	106	102½	105.101
W. Canada Flour Mills	Iss.	1908	107	98	108.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on January 14:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$3.00	2.50
Chambers-Ferland... ...	2,311,000	1.00	.40	.39½
Cobalt Central	4,761,500	1.00	.21¼	.20½
Cobalt Lake...	3,930-866	1.00	.14½	.14
Silver Queen	1,500,000	1.00	.23	.21
Coniagas	4,000,000	5.00	5.65	5.45
Foster-Cobalt	915,518	1.00	.31	.30
Green Meehan	1,500,000	1.00	.12	.10
Kerr Lake	3,000,000	5.00	9.75	9.70
McKinley Darragh ..	2,246,937	1.00	[illegible]	.78
Nova Scotia	1,900,000	1.00	.46	.46
Peterson Lake	2,561,820	1.00	.23¾	.23½
Right of Way ...	49[illegible],518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.1[illegible]	.12⅞
Temiskaming	2,500,000	1.00	.65⅝	.65
Trethewey	945,450	1.00	1.43	1.42
Nipissing	6,000,000	5.00	10.12½	10.10
	Nom. cap.			
La Rose	7,500,000	5.00	4.92	4.90
Watts	1,000,000	1.00	.17½	.10
Crown Reserve	2,000,000	1.00	3.85	3.50
Little Nipissing	1,000,000	1.00	.25½	.25⅜

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending Jan. 21.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,[illegible]	$[illegible]	—
Grand Trunk	£[illegible]	£[illegible]	—
Canada Atlantic	£[illegible]	£[illegible]	—
Grand Trunk Western .	£[illegible]	£[illegible]	—
Detroit Grand Haven .	£[illegible]	£[illegible]	—
Mexican ..	$[illegible]	$[illegible]	—
Canadian Northern	$[illegible]	$[illegible]	—
White Pass and Yukon (seven days to Jan. [illegible])	$[illegible]		

Canadian Bank of Commerce. The directors have declared the usual quarterly dividend at the rate of 9 per cent. per annum for the three months to February 28, being an increase of one per cent. per annum. The transfer books will be closed from February 14 to 28 inclusive.

PUBLIC NOTICE.

THE CANADIAN BANK OF COMMERCE
DIVIDEND No. 92.

Notice is hereby given that a dividend of 2¼ per cent. upon the Capital Stock of this institution has been declared for the three months ending the 28th February next, and that the same will be payable at the Bank and its branches on and after Tuesday, 1st March next.

The transfer books will be closed from the 14th to 28th February, both days inclusive.

By order of the Board,
H. V. F. JONES, London Manager
2, Lombard Street, London,
24th January, 1910

4½ PER CENT. DEBENTURES.

TORONTO SAVINGS AND LOAN COMPANY.

PAID-UP CAPITAL	£205,479
RESERVE FUND	133,561
TOTAL ASSETS	613,862

This Company is at present receiving LOANS on Debenture at 4½ per Cent. for Three to Five Years.

FINLAYSON, AULD & MACKECHNIE Writers,
Agents in Great Britain.
141, St. Vincent Street Glasgow.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 98.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West.
Cable Address: "Stimson".

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C. H. RICHES, Canada Life Building.

W. LAKE MARLER.

Bonds, Stocks, and Debentures on Commission.

Cobalt Stocks specially reported upon, on application.

110, WELLINGTON STREET,
OTTAWA, ONT.

Cable Address: "MARLER."

THE BANK OF TORONTO.

Head Office TORONTO, CANADA.

Capital	$4,000,000
Reserve Fund	$4,500,000

76 Branches throughout Canada.

London Agents: The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $6,000,000 (£1,232,876).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
,, (East)
,, (South)
Canora
Carman
Carmangay
Claresholm
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - -	£1,000,000
RESERVE FUND - - -	500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
,, Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
,, Market Square.
,, Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
,, St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
,, St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
,, Union St.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
,, King and Dufferin Sts.
,, Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver, B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard. Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5 300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents ... PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
and one Sub-Branch.
HAMILTON, Ont.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Moncton, N.B
MONTREAL, Que., and nine Sub-Branches.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont., and two Sub-Branches.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, and two Sub-Branches
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.
TORONTO, Ont., and five Sub-Branches.
Trenton, Ont.
Tweed, Ont.
VANCOUVER, B.C., and one Sub-Branch.
Vernon, B.C.
Victoria, B.C
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man., and two Sub-Branches.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States
NEW YORK, 31, Pine Street.
CHICAGO, Cor. La Salle and Monroe Street.
SPOKANE, State of Washington.

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank.
PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq.,
F. WILLIAMS TAYLOR. *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855

Capital, paid up £719,178 - $3,500,000
Reserve Fund £719,178 - $3,500.000

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain :—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000 (£1,232,876)** Reserve Fund and Undivided Profits, **$4,602,157 (£945,650)**

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, KT., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
" Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
" 1255 St. Catherine St. E.
" 320 St. Catherine St. W.
" 1330 St. Lawrence Boul
" 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
" St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Acme (Tapscot,
Botha (sub)[P.O.)
Calgary
Camrose
Carstairs
Castor (Williston,
Daysland [P.O.)
Edmonton
" Namayo Ave.
Killam Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield Trochu
Vegreville
Viking (Meighen)
Wainwright
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 139 Branches of THE MERCHANTS' BANK OF CANADA.

Banking, Insurance and Finance.

Canadian Bank of Commerce Report. The annual meeting of the Canadian Bank of Commerce is always much more than a review of the transactions of that enterprising institution—it furnishes an opportunity for an exhaustive survey of financial and commercial conditions in the Dominion during the period covered by the report, and an anticipation from a banker's point of view of the probable course of events in the immediate future. In his address, Mr. Byron E. Walker pointed out that prices and the volume of trade both in Canada and the United States had improved "until conditions were now doubtless almost as favourable as before the stringency" of 1907. In Mr. Walker's opinion, Canada is recovering from that period of stringency almost too rapidly, and in marked contrast to the years following the panic of 1893. The forty-third annual report of the bank shows that the net profits for the year ending November 30 last amounted to $1,510,695, to which has to be added the balance brought forward from last year of $161,244. and the amount of $300,000 recovered from over-appropriations in connection with assets realised. This has been appropriated as follows:—8 per cent. dividend $800,000, written off bank premises $419,801, transferred to pension fund $30,000, balance carried forward $722,139. The bank at the date of the balance-sheet held $120,486,978 of deposits, and showed total assets of $148,998,482. The reference to the prospective increase in the dividend during the present year to 9 per cent.—the first quarterly distribution at the increased rate being announced elsewhere—not only shows the remarkable progress made by this institution, but also explains—what has been already referred to in *Canada*—the reason of the marked advance in the shares of the Canadian Bank of Commerce during the past twelve months.

* * *

Banking Rumours. For some time past there have been rumours that another Canadian bank has been endeavouring to secure a footing in London. From inquiries we have instituted it appears that the Royal Bank of Canada approached one of the oldest of the London banking institutions with a view to its absorption. These negotiations might have proved successful—the proposed terms, we understand, being equally agreeable—but for the fact that the London bank objected to the disappearance of its time-honoured name. Another rumour is current that steps are being taken to promote an important Anglo-Canadian financial institution under very influential auspices, but nothing definite can be ascertained in financial circles as to the accuracy of this statement.

* * *

Banking Circulation in Canada. There is every prospect of a number of the Canadian banks increasing their capitals during the present year. Reference has already been made in the columns of *Canada* to the fact that several prominent institutions intend to adopt this course. and now we learn that the Sterling Bank of Canada has decided to increase its capital, whilst the Bank of New Brunswick is placing the balance of its unissued capital—$250,000—on the market at 275. A well-informed Canadian writer says that it is rumoured that a number of applications will be made to the Dominion Parliament during the current session for powers to increase the authorised capital accounts of several important institutions. This authority reminds us that most of the banks have already exhausted their powers, and are face to face with the limitations set by the Banking Act, under which, of course, a bank circulation must not exceed its paid-up capital. In November last nine of the banks were forced to avail themselves of the legislation passed to provide for abnormal pressure, and a large number of additional banks only just managed to scrape through. It is quite clear, in the opinion of many Canadian financiers, that if the funds already invested in the banks are not sufficient to meet the trade requirements of the country, steps must be taken to provide for the inevitable expansion that must ensue from the continued development of the trade of the Dominion.

* * *

A Year of Progress. Our Canadian exchanges, as usual at this season of the year, contain exhaustive reviews of commercial and financial conditions in the Dominion during the past twelve months. It is encouraging to note that there is not a discordant note in these surveys of the year's progress, and that almost without exception the view obtains that the Dominon has entered on another year of prosperity. The *Monetary Times*—the *Statist* of Canada in its annual review, says that both statistically and actually, Canada made remarkable strides during 1909. All the statistics which can be regarded as true signs of development, such as bank clearings, loans, deposits, and railroad earnings, have shown large percentage increases. One of the most convincing proofs of expansion was the enormous expenditure on railroad building, $28,000,000 having been expended in Western Canada, where 1,057 miles of road were laid. In addition to the sum in question, another $30,000,000 was spent on supplies and materials in connection with railroad construction. Our Toronto correspondent last week showed that the Canadian security markets had kept pace with this improvement in material conditions, prices revealing at the end of the year a very material all-round advance as compared with the quotations current at the end of 1908. Altogether 1909 was a year of which Canadians may well be proud.

* * *

A Trust and Canada's Nickel Deposits. Every one will rejoice to learn that steps are to be taken to impress upon the Canadian Government the advisability of its taking over the control of the nickel resources of the country for the sole benefit of the Dominion and the Empire. We learn by cable from Ottawa that Mr. Arthur Wilson, who is engaged on behalf of the British Government in investigating the important question of Canada's nickel resources, in addressing the Mines and Mineral Committee of the Dominion House of Commons, emphasised the fact that Canada possesses three-fifths of the world's total store of nickel, the balance of which is in New Caledonia. Mr. Wilson pointed out that these nickel areas were controlled by an American trust, who also, of course, fix the price, the latter being so high that only Governments were in a position to buy this important mineral. It is probably unknown to the great majority of people in this country and in other sections of the Empire that tens of millions of tons in Canada are left unexploited for the simple reason that it does not suit the policy of the Trust to work them. Mr. Wilson rightly considers that it is a matter of Imperial urgency that the Canadian Government should assume the nickel deposits, and thus ensure for Great Britain an enormous advantage over other countries in the matter of modern battleship construction. It is encouraging to learn that the Committee has decided to investigate the operations of the Trust which now controls Canada's nickel deposits, for it is nothing short of a scandal that such a valuable mineral should be in the hands of a foreign corporation, able to dictate prohibitive terms to would-be purchasers. The result of the Committee's inquiry into this important question will be awaited with considerable interest both here and in Canada.

* * *

Mining in British Columbia and Ontario in 1909. Nothing better illustrates Canada's mineral potentialities than the remarkable fact that together British Columbia and Ontario in 1909 produced metals and minerals of the estimated value of nearly $45,000,000. Unfortunately the home investor has not forgotten his experience in the late nineties. and, as a consequence, Canadian mining shares command little attention in Great Britain, interest being restricted to a few British Columbia and Cobalt companies. We have repeatedly shown why it is that investors in Great Britain show little or no interest in Cobalt propositions—a fact which is the more remarkable in that Cobalt's output of silver now amounts to nearly 30 per cent. of the total of the Dominion's mineral and metallic production, and has placed it high up in the list of silver-producing countries. We note that the *Toronto Globe*, in an interesting comparison of the metalliferous production of Ontario and the Pacific Province—in which by a very curious blunder it was some $10,000,000 out of its reckoning in dealing with British Columbia—it considers that there is yet a chance for the Porcupine district to obtain distinction as a producer of the yellow metal—an opinion which all well-wishers of Ontario will hope to see justified within the next few years.

* * *

A Remarkable Blunder. Our contemporary in dealing with the respective positions of the two Provinces says:—"Although it is clear that British Columbia metal-mining is evidencing the desired expansion, it is no longer a matter of doubt that Ontario is maintaining the lead. The metallic products of tho mines of British Columbia during 1909 are valued at $14,774,000, whereas those of Ontario were worth over $20,000,000." This appeared in the *Toronto Globe* under the heading of "The Financial Situation." By a curious coincidence, on just about the same date, the Agent-General for British Columbia sent us a copy of a cable received from his Government giving the estimated output for the past year as *$24,040,000*, this information appearing in last week's *Canada*. It will be interesting to see how our contemporary explains a blunder which entirely destroys the conclusions arrived at as to the comparative positions of the two Provinces. An error amounting to $10,000,000 does not often creep into the columns of such an ably edited journal as the *Globe*.

Trade and Business.

EMPIRE FREE TRADE.

The policy of Free Trade within the Empire has still many advocates, and one of the most prominent of them in Canada is Mr. Archibald McGoun, K.C., of Montreal, who recently addressed a meeting of the Political Economy Club in that city. Mr. McGoun considered that "Canadians should look to the ideal that all the inhabitants of the Empire should be put on a footing of equality so far as government interference is concerned, the principle governing this being that no Canadian is entitled to any advantage over any other British subject in the matter of trade." Mr. McGoun was not in favour of the abandonment of customs duties imposed for revenue purposes. He was convinced that this was the best system that has ever been tried.

"For these reasons," Mr. McGoun added, "I would not propose to abolish revenue duties upon imports from one British country into another, because that is a highly convenient way of collecting taxes. I would only impose these revenue duties as far as possible upon articles not produced in the home country. . . . and instead of 711 different classes of these articles, they might be reduced to perhaps half a dozen different rates of duty."

Effect on British Manufacturers.

Reviewing the effect of such an adoption of Imperial Free Trade, Mr. McGoun contended that "78 per cent. in value of Canadian manufactures are not likely to be affected by British competition, and 22 per cent. may not be so affected. If, therefore, we are right in believing that only 22 per cent. of our manufactures would be seriously affected by British competition, this means that less than four and one-half per cent. of the people of Canada would be affected by free British competition, including not only the employees engaged in the manufactures in question, but also those depending upon upon them." "There are many lines," said Mr. McGoun, "even among those goods in which Britain would compete, where the Canadian manufacturers would be fully able to hold their own; the principal charge would be that of attempting to cover too many lines."

Canadian Manufacturers' Views.

Following a reference to the policy of the Canadian Manufacturers' Association, Mr. McGoun commented: "It is clear, therefore, that it is the narrow and selfish policy of the manufacturers which stands most in the way of a trade consolidation of the British Empire, less than two per cent. being engaged in the industries threatened, and less than five per cent., including those dependent upon them, and not engaged in other occupations. It is inconceivable, then, that such opposition should be permanently successful in preventing Canadian producers of other things from reaping the advantage which would come from a preference in the markets of the United Kingdom."

Mr. McGoun concluded by pointing out the articles in which British competition with Canadian manufacturers is an important element, and also showing where the competition was chiefly from foreign goods. Among the figures in the first category were: Cotton manufactures (in thousands of dollars), imports, total, 16,599, foreign, 4,291; British, 12,267; fancy goods, total, 3,900; foreign 304, and British 3,567; hats, caps, bonnets, total 2569, foreign 1,151, and British 1,500; sugar refining, total, 10,477, foreign 1,280, and British 9,185; woollen goods, total 20,962, foreign 3,488, and British 17,474.

The Empire Typewriter Company has just received an order from H.M. Stationery Office for 34 Model No. 2 "Empire" Typewriters for use in the newly instituted Labour Exchanges. The reliability and efficiency of the Canadian "Empire" Typewriter is demonstrated by the fact that the Government has now ordered over 1,250 "Empire" machines.

THE BRITISH COLUMBIAN SALMON CATCH.

A despatch from Vancouver states that the total pack of all kinds of salmon in British Columbia fell below the million mark this season for the first time in many years during the period of a big run of fish. Mr. W. D. Burdis, Secretary of the British Columbia Salmon Canners' Association has completed the compilation of returns for the season of 1909, by which the total of all kinds of salmon packed is shown to be 967,920. In 1905, the year of the last previous big run, the total pack amounted to 1,167,461 cases; in 1901, another big year, the pack totalled 1,236,156 cases, while in 1897, also a big year, it was 1,015,477 cases. The pack of sockeyes totalled 840,411 cases in the various districts as follows: Fraser River, 542,248 cases; Skeena River, 87,901; Rivers Inlet, 89,027; Naas River, 28,246; outlying districts, 93,019. The total pack of the various districts, which includes sockeyes, red and white springs, chums and pinks and cohoes, was as follows: Fraser River, 567,203; Skeena River, 104,739; Rivers Inlet, 91,014; Naas River, 40,990; outlying districts, 127,974. Canners declare that for the partial failure of the run on the Fraser River, and the restrictions of the area in which fishing was permitted on the Skeena River, the season's pack would have been as large as that of 1905, the last big year. In 1908 the total salmon pack in British Columbia was 546,689 cases.

That the Pacific salmon industry is being overdone was the opinion expressed by Prof. J. P. McMurrich, in a lecture delivered before the University of Toronto recently. Each year the salmon production varied, Mr. McMurrich declared. The amount of the catch should be regulated accordingly by an international commission. Big runs only came every four years. During the last big run in 1905, $8,000,000 worth of salmon was canned. Since then the catches are diminished. Canada was sending 26,000,000 pounds of salmon to Great Britain yearly; to Australia 2,000,000, and to eastern provinces 7,000,000 pounds.

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CANADIAN BUYERS IN ENGLAND

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

A. W. Guard (dress goods, etc.) (The W. R. Brock Co., Ltd., Toronto). H. S. Albright (dress goods and fancies) (The W. R. Brock Co., Ltd., Montreal)—London Office: 35, Milk Street, E.C.

M. L. Morris (clothing and woollens) (M. L. Morris, Montreal)—17, Aldersgate Street, E.C.

W. L. Robson (dress goods, etc.), A. V. Branscombe (millinery, etc.), and Geo. Smith (fancies) (Manchester, Robertson, Allison, Ltd., St. John, N.B.)—London Office: 2, Milk Street, E.C.

F. E. Elliott (Mahon Bros., Halifax, N.S.)—Care of Kenny, Mahon and Co., Billiter Buildings, Billiter Street, E.C. R. Ackerman (Glover, Fry and Co., Quebec)—London Office: 40, Bishopsgate Street Within.

BRADFORD.

Norman Paulet (men's woollens and dress goods) (Alphonse Racine and Co., Montreal)—Midland Hotel.

A. L. Sevigny (men's woollens and dress goods) (P. P. Martin and Co., Montreal)—Midland Hotel.

Maurice P. Beaudry (men's woollens and dress goods) (Gauvreau, Beaudry and Co., Quebec)—Midland Hotel.

Pierre Garneau (men's woollens and dress goods) (Garneau, Ltd., Quebec)—Victoria Hotel.

Alex. R. Auld (men's woollens and linings) (Nisbet and Auld, Toronto)—Victoria Hotel.

H. S. S. Molson (dress goods) (The Gault Bros. Co., Ltd., Montreal)—Midland Hotel.

Samuel Milley (Saml. Milley, St. John's, Newfoundland)—Midland Hotel.

MANCHESTER.

A. W. Johnston (Johnston Bros., Vancouver, B.C.)—Headquarters: 36, Cooper Street.

W. A. Williams (carpets and floor cloths) (The Gault Bros. Co., Ltd., Montreal) Headquarters: Davenport House, Whitworth Street.

J. Bermingham (woollens and tailors' linings) (Fitzgibbon, Schafheitlin and Co., Montreal) Queen's Hotel.

Harry O'C. Fitzgibbon (made-up goods) (Fitzgibbon, Schafheitlin and Co., Montreal) Midland Hotel.

Henri Duverger (upholstery furnishings) (Geo. H. Hees, Sons and Co., Ltd., Montreal) Midland Hotel.

T. A. Mitchell (gent's. furnishings, etc.) (Denton, Mitchell, and Duncan, Toronto) Midland Hotel.

J. L. Murray (dress goods, staples, and fancies) (Smallman and Ingram, Ltd., London, Ont.) Midland Hotel.

Canadian Government TRADE COMMISSIONER SERVICE
IN THE
UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
- **J. S. LARKE**, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- **D. H. ROSS**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
- **J. B. JACKSON**, 15, Kiukiang Road, Shanghai, China.

Cuba—
- **E. KIRKPATRICK**, Plaza Hotel, Havana.

France—
- **A. POINDRON**, 101, Rue Réaumur, Paris.

Holland—
- **W. T. R. PRESTON**, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
- **G. A. HARRIS**, 14 Bund Room B, Yokohama.

Mexico—
- **A. W. DONLY**, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—
- **J. E. RAY**, Gazette Building, Water Street, St. John's.

Norway—
- **C. E. SONTUM**, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
- **JOHN A. CHESLEY**, Rhodes Building, Cape Town, Cape Colony.
- **H. R. POUSSETTE**, Durban, Natal.

West Indies—
- **E. H. S. FLOOD**, Bridgetown, Barbadoes.
- **E. A. H. HAGGART**, Kingston, Jamaica.
- **R. BRYSON**, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
- **S. L. HORSFORD**, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
- **EDGAR TRIPP**, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
- **R. H. CURRY**, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion

Railways, Shipping, and Commerce.

BUSY SCENES AT PRINCE RUPERT.

Railway Construction Makes Business.

During a visit to Montreal this month, Mr. J. H. Bacon, engineer for the Grand Trunk Pacific Co. at Prince Rupert, said: "The weather in the West has been exceptionally fine and good progress is being made by the builders of the Grand Trunk Pacific in drilling a tunnel nearly 400 feet long near Omineca, on the upper Skeena River. Contract for clearing the right of way to Moricetown, thirty miles up the Bulkley Valley, has been let, the work to be completed during the winter. Foley, Welsh and Stewart's headquarters construction camp on the Sealy property is a busy point, and will be busier still with the opening of navigation next spring. All of the supplies for the work 200 miles west of that point will be landed at this camp and forwarded by teams. Warehouses large enough to hold thousands of tons of freight are being built. A number of buildings for offices and for the accommodation of men are also being constructed. Here will be located the main hospital. For this army of builders who are battling with the wilderness on the Western slope a branch of the Union Bank of Canada will be established, and P. Burns and Company, who have the contract for feeding the army of labourers, will erect here a cold storage plant to handle the meat supply for the different camps."

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CONTEMPLATED WORK ON THE G.T.P. AND GRAND TRUNK SYSTEM THIS YEAR.

During 1910, the Grand Trunk is expecting to complete the new Central Passenger Station at Ottawa, which will cost about $6,000,000, and be the Union Station for all the large roads centring at Ottawa. The new G.T.R. hotel, "Chateau Laurier," at Ottawa, will also be built.

A new G.T.R. line around Montreal from Jacques Cartier Junction to a central location, with large terminals, etc., on St. Catherine Street East, will probably be completed.

The Grand Trunk Pacific anticipates building from Wolf Creek to Tete Jaune Cache, B.C., a distance of 169 miles, also to complete the line in British Columbia from Copper River to Aldermere, a distance of 135 miles.

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OFFICIAL RAILWAY STATISTICS.

The *Blue Book* containing railway statistics for the year ended June 30 last has been presented to Parliament by Hon. G. P. Graham, Minister of Railways. It shows that the length of railways in actual operation increased 1,138 miles during the year, compared with 514 miles in 1908. This does not include the trackage of the new transcontinental road, of which 675 miles were open for traffic during the year, although officially returned as being still under construction. The report adds that it is impossible to state how many lines were under construction on June 30 last, but from the information received "it is estimated that at least 3,300 miles were in progress of being built on the date indicated."

The work of construction of the extension of the Quebec Central Railway from St. George, Beauce, to St. Justine, is nearly completed, and it is expected that the line will be opened to regular train service this month. There will be four stations on the extension, the first, St. Benjamin, Dorchester county, 12 miles from St. George; the second, Ste. Rose, 17 miles; the third, St. Germain, 22 miles; and the fourth, St. Justine, 28 miles from St. George.

The rapids at Cornwall, on the St. Lawrence River, midway between Montreal and Toronto, have been examined by engineers on behalf of the Dominion Government, who report that it is quite feasible to dam the waters and secure 800,000 h.p. by the undertaking. The cost of carrying out this scheme is estimated at $50,000,000, but it is considered that the deflection of the rapids into a great power canal would be a remunerative enterprise.

The objection has been raised that the navigation channel will thereby be diverted to the American side. This and other criticisms will be fully discussed when the whole scheme comes up for consideration before the Dominion Parliament shortly.

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THE DRAPERY TRADE IN 1909.

In its annual review of the drapery trade of the United Kingdom with the overseas Dominions, the *Draper's Record* thus alludes to Canada:—The details of the figures for Canada present some interesting features. The trade fell away sadly in 1908, and it will be observed that 1909 was still over 10 per cent. behind 1907. Under only one head out of ten was last year better than 1907. This was worsted piece goods £1,401,000, against £845,000 in 1908, an improvement of 66 per cent. The 1909 total is £240,000 more than that for the boom year 1907, a very excellent record. Lumping haberdashery and millinery with apparel, we have an item which is scarcely expected to grow in view of the development of Canadian factories. The total was £493,000, against £431,000 in the poor year preceding it, and £647,000 in 1907. The worst fall the Canadian market shows is under jute piece goods, which shrank from £205,000 in 1908 to £84,000 last year.

So far as figures are available, the exports of British Drapery goods to the three chief British oversea markets may be briefly shown in tabular form thus:—

DRAPERY EXPORTS TO CHIEF COLONIAL MARKETS.

	1907. £	1908. £	1909. £
Australasia	7,993,000	7,193,000	7,540,000
Canada	5,506,000	3,740,000	4,945,000
British South Africa	3,261,000	3,166,000	3,745,000
Total	16,760,000	14,104,000	16,230,000

It is cheering to learn that our drapery trade with the Empire overseas shares in the general revival which the year 1909 exhibited in the external trade of the Kingdom as a whole.

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THOUSANDS OF COMMERCIAL TRAVELLERS.

The growth of the trade of Western Canada is indicated by the number of commercial travellers belonging to the North-western Association. Since 1900 the membership has grown as follows:—

Year.	Members.	Year.	Members.
1900	675	1905	1,845
1901	811	1906	2,384
1902	991	1907	2,925
1903	1,241	1908	3,145
1904	1,550	1909	3,824

Of the total for 1909, 2,265 got their certificates from the Association's office in Winnipeg; 306 at Regina; 566 in Calgary, and 687 in Vancouver and other B.C. points.

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USEFUL TRADE PUBLICITY.

The export bureau, lately established by the Trade and Commerce Department at Ottawa, has received hundreds of replies to circulars sent out with a view of obtaining a complete list of Canadian manufacturers and exporters, large and small, in every department and branch of industrial activity.

Copies of these lists will be sent to the Trade Commissioners in the United Kingdom, who, in turn, are compiling lists of the importers in their respective districts. A substantial trade development is looked for as a result of this increased publicity.

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TRADE PERSONALIA.

The Montreal Produce Merchants' Association, at its annual meeting, elected officers for 1910 as follows: President, Mr. J. A. Vaillancourt; Vice-President, Mr. John A. Gunn; Treasurer, Mr. Richard Gray; Executive Committee, Messrs. Ed. Denning, A. McCullough, P. W. McLagan, John H. Scott.

Mr. Lauer, secretary of the Montreal Builders' Exchange, announces that a permanent exhibit of materials used in the building trade will be installed at the Exchange.

STEAMSHIP SAILINGS.

ALLAN LINE. From Liverpool to Halifax and St. John:

February 4. R.M.S. *Laurentian.*
February 10. S.S. *Grampian.*
February 18. R.M.S. *Corsican.*
February [illegible] S.S. *Hesperian.*
March 4.—R.M.S. *Virginian.*

From London to Halifax and St. John:—

February 2.—S.S. *Sardinian.*
February 16.—S.S. *Pomeranian.*
March 2.—S.S. *Corinthian.*

From Glasgow to Halifax:—

February 5.—S.S. *Ionian.*
February 19.—S.S. *Pretorian.*
March 5.—S.S. *Numidian.*

C.P.R. LINE.—From Liverpool to Halifax and St. John:—

February 11.—R.M.S. *Empress of Ireland.*

WHITE STAR DOMINION LINE.—From Liverpool to Halifax and Portland:—

February 17.—S.S. *Dominion.*

The R.M.S. *Empress of Ireland*, of the C.P.R., which has been thoroughly overhauled after her accident last winter in the Gulf of St. Lawrence, will make her first trip to Halifax and St. John on February 11, from Liverpool. Captain Forster, R.N.R., will again be in command, and a large number of passengers have been booked for this sailing, which marks the beginning of the tide of emigration for the year. The first C.P.R. steamship to leave Liverpool for the St. Lawrence ports will be the *Lake Manitoba*, sailing on April 27 from Liverpool.

The contract which the Dominion Government has made with the Grand Trunk Pacific company, for a steamboat service on the Pacific coast, calls for a fortnightly service from Nov. 1 to Mar. 31, and a weekly service from Apr. 1 to Oct. 31, each year up to 1915.

The two new G.T.P. steamers, *Prince Rupert* and *Prince George*, being built in England, will be ready about the middle of the year for service between Vancouver, Victoria, Seattle and Prince Rupert.

The new twin-screw Donaldson liner, building for the Glasgow-Montreal passenger and freight service by Messrs. Charles Connell and Co., Glasgow, is to be named *Saturnia.*

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CANADIAN MERCANTILE MARINE.

The annual Blue Book of the Department of Marine for the year ended March 31, 1909, just issued at Ottawa, shows that Canada still holds tenth place among the maritime nations of the world. The number of vessels in the registry of the Dominion last year was 7,602, an increase of 74 vessels during 1908. The total was 702,324 tons, being an increase of 3,636 tons. The number of steamers was 3,084, with a gross tonnage of 483,031 tons. The estimated value of Canadian vessels was $21,069,720.

During the year 304 new vessels were built and registered in Canada. These vessels measured 28,983 tons, and were valued at $1,304,235. During the year 278 Canadian sea-going vessels were lost, and 28 foreign vessels were lost in Canadian waters. Thirty eight lives were lost, and the value of ships destroyed was $1,222,976. Of the inland vessels 276 Canadian and seven foreign vessels were wrecked, the property lost being $340,910.

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DEMAND FOR LAKE STEAMSHIPS

As illustrating the growing grain and freight traffic on the Great Lakes, we quote a despatch from Detroit which states that shipbuilders at the lake ports have now in hand orders for 50 vessels for 1910 delivery. The new boats will cost about $10,000,000. They will have a carrying capacity of about 205,700 tons a trip, or figuring 20 trips for each steamer, about 4,114,000 tons in a season. Twenty of the vessels are bulk freight steamers, four are package freighters, five passenger boats, and one is a fire tug. Five of the bulk freighters will have a length of 600 feet, depth limited to that available for canal traffic.

ANSWERS TO CORRESPONDENTS.

Queries from corresponaents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

"INVESTOR" (Spalding).—See answer to F. P.

T. J. (Westgate-on-Sea).—We dealt with the matter fully last week.

C. J. M. (Weston-super-Mare).—The Camp Bird property is in the United States and not in Canada.

M. R. L. (Pall Mall).—We think the shares you mention will go lower. Certainly you should exchange into the new loan.

L. M. W. (Hextable).—Canadian 3½ per cent., Montreal Street Railway bonds, Lake of the Woods bonds, and Merchants' Bank of Canada shares.

"READER" (Manchester).—We regard the recently issued City of Calgary loan as an excellent investment for the capital you have to invest; you will now have to buy it at a small premium in the open market.

F. P. (Camberwell).—You can only obtain 3 per cent. on your money in Canadian banks, but nearly twice this on very high-class securities; quite equivalent to securities yielding no more than 4 to 4½ per cent. in this country.

TRADE.

W. E. F. (Hampstead).—The Department of Agriculture, Ottawa, controls the arrangements by which installations of cold storage facilities are made at the various ports. In certain cases bonuses have been given for the erection of such plants. By applying to the manager of the Allan Steamship Co., Leadenhall Street, no doubt you could obtain permission to inspect the cold storage arrangements on one of their vessels trading to Canada from the Surrey Commercial Docks.

EMIGRATION.

G. T. B. (Bromley).—Under the Immigration Act no immigrant is permitted to land in Canada who has been convicted of a crime involving moral turpitude, and any immigrant who within three years of his landing in Canada commits a crime involving moral turpitude or becomes an inmate of a gaol or hospital or charitable institution may be deported on the order of the Minister of Justice. This deportation is not made until after the prisoner has served his term in prison, and any such deported person again entering Canada is liable to arrest and imprisonment and to be again deported after serving his sentence.

J. H. (Keah, Fermanagh).—(1) The Scottish Agricultural Commissions Report could be purchased from Messrs. W. Blackwood and Sons, of London and Edinburgh. The price is 1s. (2) Address, Manager Canadian Bank of Commerce, Lombard Street, London, E.C. (3) The C.P.R. direct service to Canada via Belfast, has not been discontinued, but in the winter months the sailings are less frequent. The *Lake Manitoba* commences her trips to Quebec and Montreal, calling at Belfast, in April.

GENERAL.

[illegible] (Hereford).—The exact difference between Greenwich time and Central Standard time as used in Winnipeg is six hours.

T.E.B. (Eastbourne).—The Peace River rises in British Columbia, runs from the Rocky Mountains N.E. towards Lake Athabasca, and thence turns north, and is known as the Great Slave river, emptying itself into Great Slave Lake. The value of the district as a great wheat growing area is now becoming more extensively appreciated and settlement is proceeding rapidly.

R. G.—(Bicester).—The average yields per acre in the Province of Manitoba in the last twenty-five years for wheat, oats and barley have been 18.78, 40 and 27.78, respectively. The averages for the last ten years have been practically the same. In Saskatchewan since its formation into a province the averages have been 19.88, 34.98 and 24.45. In Alberta in the same time they were 20.8, 35.67 and 26.56.

"M.D." (Birmingham).—Under the existing regulations it would be necessary for you to pass an examination before the authorities of the particular province (with the exception of Prince Edward Island) in which you settled permitting you to practise there. There is a faculty of medicine in connection with McGill University, Montreal; Toronto University, Toronto; Queen's University, Kingston, Ont.; and Laval University (Roman Catholic) in Quebec and Montreal; Halifax Medical College, Halifax, N.S.; Dalhousie College, Halifax, N.S. The address of Dr. Roddick is Union Avenue, Montreal.

T. W. (Crewe).—The first railway in Canada was the Champlain and St. Lawrence Railway, which ran from Laprairie on the St. Lawrence River, eight miles above Montreal, to St. Johns, on the Richelieu, a distance of 14½ miles. "The company of proprietors of the Champlain and St. Lawrence Railway" was incorporated on February 25, 1832, but work was not begun until 1835. On July 21, 1836, the first train was run over the road. The rolling stock of the road consisted of the engine, of from five to six tons, four passenger cars each carrying eight persons, and twenty freight cars, capable of conveying about ten tons each. The engine cost £1.500, and the cars £1,000. The cost of the road itself was estimated at £33,000. The rails were of wood, with flat iron spiked to them, and as far as any degree of smooth conveyance was concerned, similar conditions, to-day, would by no means suit twentieth century requirements. The real epoch, however, during which railway construction in Canada had its serious beginning was between 1853 and 1856. The first railway line constructed in the United States was from Boston, Mass., to Quincey, four miles in length, opened in April 17, 1827. In Nova Scotia the first railway built was in 1839 (six miles in length) to connect the Albion coal mines with the loading grounds on the shores of the Gulf of St. Lawrence. Locomotives were used.

ENQUIRY COUPON.

"CANADA." No 212. Jan. 29, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

✲

THE LATE MR. ARCHER BAKER.

The funeral took place at Holy Trinity Church, Eltham, on Wednesday last week, of Mr. Archer Baker, European Manager of the Canadian Pacific Railway. The principal mourners were Mrs. Baker (the widow), Mr. F. Baker, of Montreal (nephew), Mrs. Whitfield, of Stratford-on-Avon (cousin), and Miss Kate Smith. Others present included Lord Strathcona, Mr. R. D. Moorison (representing Lord Mount Stephen), the Hon. J. H. Turner (Agent-General for British Columbia), Mr. J. H. Howard (Agent-General for Nova Scotia), Mr. J. M. Clarke (representing the Government of Ontario), Mr. J. Obed Smith (representing the Government of Canada), Sir Thomas Shaughnessy, the President of the C.P.R., Mr. G. M. Bosworth, vice-president, Mr. Thomas Skinner, Mr. G. McL. Brown (Mr. Baker's successor as European manager), Mr. A. Piers, Mr. H. D. Annable, and Mr. H. S. Carmichael, Mr John M. Gibbon, and numerous members of the staff of the Canadian Pacific Railway Company, Mr. F. Williams Taylor, London manager of the Bank of Montreal, Mr. J. Dott, Mr. F. S. Thompson, Mr. G. Morris and Mr. Robb (the Allan Line), Mr. W. Cuthbertson, Mr. L. Leopold and Mr. F. G. English (Grand Trunk Railway), and representatives of many other railway companies and shipping lines.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending January 8, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
Buffalo	—	44.020
Cobalt Central	40,000	40,000
Coniagas	59,597	35,630
Drummond	170 000	—
Kerr Lake	120,213	—
La Rose	65,000	193,560
McKinley Dar.	48,041	44,020
Nipissing	62,301	127,500
Chambers-Ferland	—	80,000
Nancy Helen	—	40,000
T. & H. B.	—	80,000
Muggley Con.	—	72,000
Totals	565,152 (282 tons)	1,164,725 (582 tons)

BRITISH COLUMBIA.

The following shipments have been made by British Columbian mines:—

BOUNDARY.

	Week ending Jan. 1. Tons.	Week ending Jan. 10. Tons.
Granby	22,805	26,034
Mother Lode	10,128	9,250
Snowshoe	3,545	4 276
Oro Denoro	700	370
Totals	37,178	39,930

ROSSLAND.

Centre Star	3,800	4,062
Le Roi No. 2	391	711
Le Roi No. 2, milled	260	—
Le Roi	495	393
Velvet	57	—
I. X. L.	4	—
Totals	5,007	5,706

SLOCAN-KOOTENAY.

Blue Bell	164	—
Richmond-Eureka	61	67
Yankee Girl	119	—
Whitewater	128	—
Silver Cup	66	76
Van Roi	30	47
Emerald	78	—
Rambler-Cariboo	30	—
Ruth	60	—
Queen	28	—
Eastmont	32	—
Flint	24	—
Utica	18	—
Alamo	21	—
Ava	2	—
Blue Belle, milled	900	—
Whitewater Deep, milled	700	—
Queen, milled	420	—
Granite Poorman, milled	250	—
Second Relief, milled	145	—
Nugget, milled	110	—
Kootenay Belle, milled	70	—
Blue Bell (conc.)	—	110
St. Eugene (conc.)	—	340
North Star	—	87
Whitewater (conc.)	—	78
Standard	—	68
Broadiren	—	31
Arlington	—	20
Totals	3,465	924

SMELTER RECEIPTS.

Granby	22 805	26,034
B.C. Copper Co.	10,828	9 620
Consolidated Co.	9,304	10,906

✲

Mr. P. W. Hodgetts, the Provincial Fruit Inspector of Ontario, has issued a notice that, owing to the large number of frauds discovered in the packing and marking of apples and some other fruits, the Department will now begin the prosecution of all persons suspected of these frauds.

Mining Properties.—Timber Berths.
Investments.

Cable Address: "[illegible]"
Codes: A B C, Clough's.

A. R. BICKERSTAFF & CO. Ltd.,
621 to 627, Traders Bank Bldgs.,
TORONTO, Can.

Mining Engineer.

ARTHUR E. HEPBURN,
Consulting Mining Engineer,

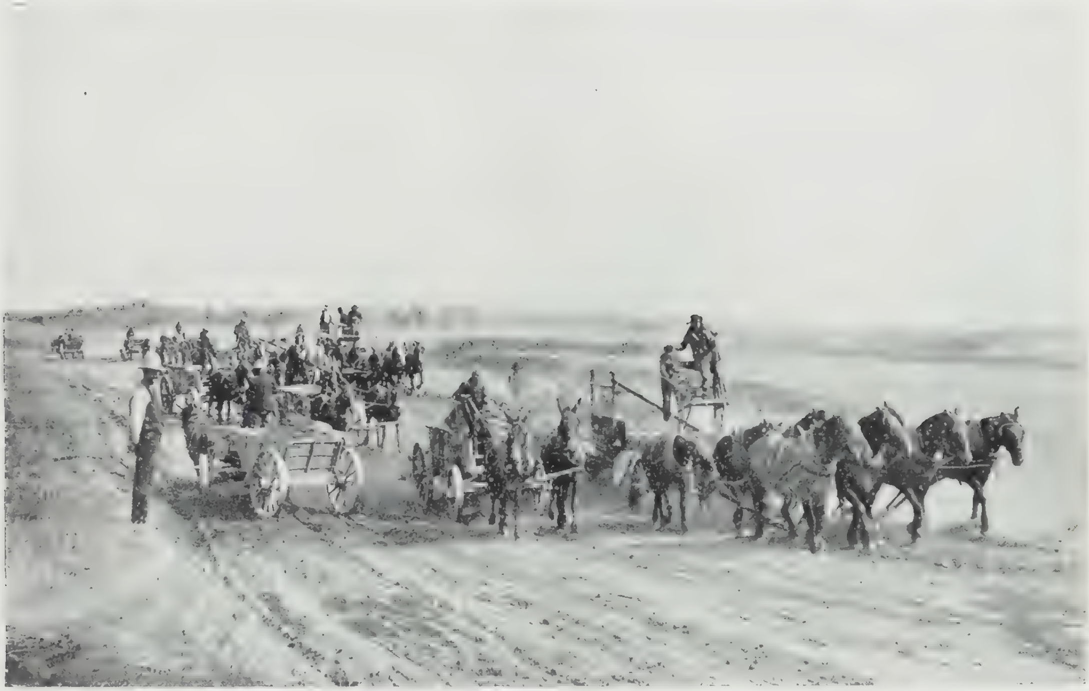
956, Nicola St.,
VANCOUVER, B.C.

Cable Address: **"RUHTRA," Vancouver**

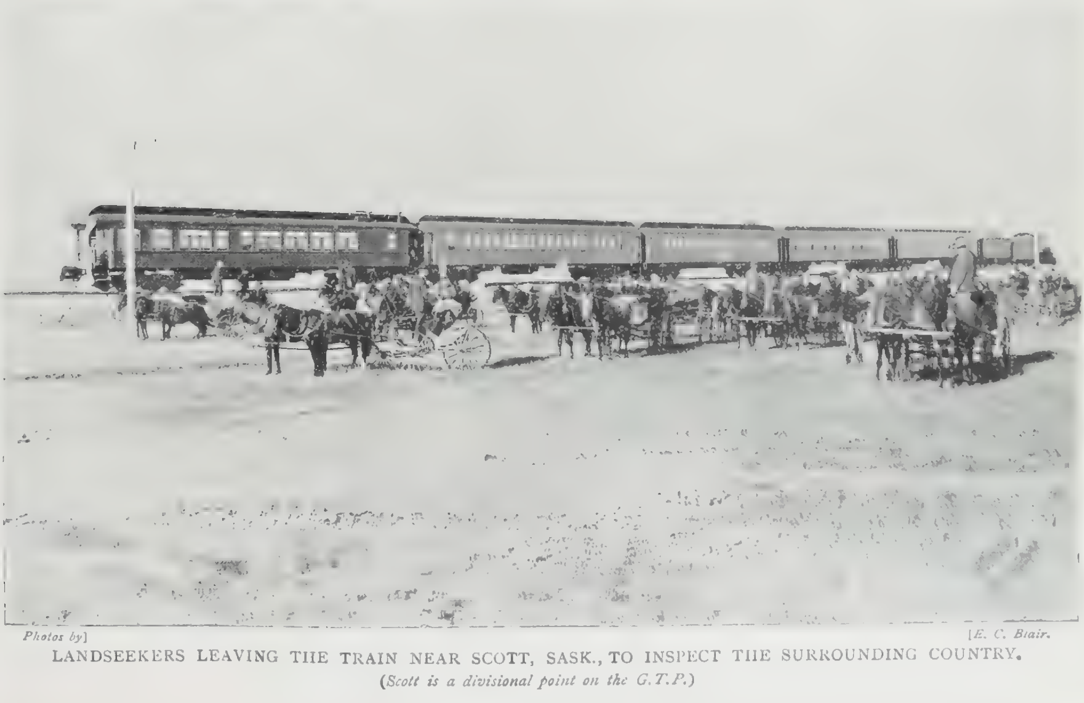
CANADA

No. 213. SATURDAY, FEBRUARY 5, 1910. Vol. XVII. 6D. WEEKLY.

SCENES ON THE NEW TRANSCONTINENTAL RAILWAY.



GRADING ON THE LINE OF THE GRAND TRUNK PACIFIC (*see Page* 156).



Photos by] [*E. C. Blair.*

LANDSEEKERS LEAVING THE TRAIN NEAR SCOTT, SASK., TO INSPECT THE SURROUNDING COUNTRY.

(*Scott is a divisional point on the G.T.P.*)

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
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BRITISH COLUMBIA
ALBERTA
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MANITOBA
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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

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PROGRESS AND PROSPERITY.

THERE is no surer test of a country's commercial prosperity than the condition of its banks. Of these institutions, it may be said, while they are not engaged themselves in any productive and mercantile business, there is no business of any kind in which they are not concerned. So it is that the banks are the commercial barometers of the country. When these barometers point to "set fair" we may rest assured that prospects are bright. On the other hand, if the banking glass be low, it signifies trade depression and bad times for all. The test is all the more true when it is afforded by one of the great chartered banks of Canada. The annual meetings of these representative institutions are always eagerly awaited, not only for the figures which supply the index of Canada's progress and prosperity, but, in the case of the Canadian Bank of Commerce, also for the speech of the president, Mr. Byron E. Walker, who makes it a practice to give a comprehensive review of the progress made in Canada during the previous year. For this purpose reports from every part of the Dominion are systematically collected and tabulated all the year through, and the result is presented in a survey that is invaluable to the investor and to all who watch with interest the development of Canada's growth.

The year under discussion, ended last November, saw a rapid transition from depression to prosperity. Not until the crop prospects began to look very bright did the improvement really begin, but, once started, it was very rapid. Indeed, Mr. Walker thinks that we are recovering from the world-wide stringency of 1907 almost too rapidly. Prominent among the reasons for the sharp recovery are the celerity with which the trading nations of the world now act together when a money stringency arises, the continued large production of gold, and the fact that there has been no general readjustment of prices, and therefore comparatively few failures. In Canada there are the additional reasons that "we are now fairly well advertised in Europe and still better in the United States, and we represent opportunity to many of those who have energy out of proportion to their surroundings."

The result is that immigrants are pouring into Canada as fast as they can be settled, and that capitalists are seeking industrial ventures or securities in the Dominion. With regard to the capitalists, the former, as we have often said with regret in these columns, mostly come from the United States, while the latter hail from Europe. Remembering that investors in industrial ventures come into Canada with their money, and so acquire an influence which the investor in securities does not obtain, we are glad to see that Mr. Walker thinks that the two sets of capitalists are not now quite so sharply divided as heretofore.

Last week we were able to give a lengthy summary of Mr. Walker's address, though the speech reached us too late for comment. We need not now, therefore, again quote the figures of the bank clearings for the year, which reached a record 25 per cent. better than those of 1908. Herein is an excellent proof of Canada's increasing prosperity.

Referring to foreign trade, Mr. Walker says that, judged by the figures for the half-year ended September, 1909, it has apparently almost reached the record figures of the previous year. The record figures were:—Imports, $370,731,000; exports, $280,006,000, a total of $650,737,000, the excess of imports being $90,725,000. For the year ending March, 1909, the imports were $309,674,000, and the exports $261,512,000, a total of $571, 186,000, the excess of imports being only $48,162,000.

It is worth while to compare the foreign trade of the two previous decades. The figures are instructive, and show how greatly the volume of Canada's trade has grown in twenty years. The figures are as follows:—1888, $201,097,000; 1898, $304,475,000; 1908, $650,737,000.

Perhaps the portion of Mr. Walker's exhaustive review of the year that will attract most attention is that in which he examines the trade relations of Canada with the United Kingdom and with the United States. The basis of our trade relations with the Mother Country has been improving, Mr. Walker tells us, leaving out of account the abnormal year ended March, 1909. Taking the years 1901, 1902, and 1903 together, for every $35 of products exported to Great Britain we received $15 in goods and $20 in cash. During the years 1906, 1907, and 1908, for every $39 of products exported to Great Britain we received $25 in goods and only $14 in cash. As we look to England to buy almost all of the securities, with the proceeds of which we pay for surplus of imports, and as practically all of the cash received both for surplus exports to Great Britain and for securities sold goes to pay the United States, any improvement in our imports from Great Britain at least tends to make the situation less one-sided

When we turn to Canadian trade with the United States, we find that there is no improvement in the proportion between exports and imports. In the years 1901, 1902, and 1903, for every $38 of goods imported from the United States we sent to that country $21 in products and paid $17 in cash. During the years 1905, 1907, and 1908, for every $62 of goods imported we sent them $31.50 in products and paid them $30.50 in cash. Commenting on these figures, Mr. Walker says that "it would undoubtedly be wise for the United States to take payment to a greater extent in products, and we can afford to smile at threats of disturbance to such a total of trade as they enjoy with us." Referring to the Payne tariff, and the fact that the United States show no disposition to take a broader view of their relations with Canada, Mr. Walker says that "the fact that we intend to manage our natural resources in our own way, to favour Great Britain in our tariff relations, and to make such trade arrangements as we choose with other countries which are disposed in turn to treat us well, will be accepted, and the great and rapidly growing trade between Canada and the United States will not be seriously checked, as it was in other days of tariff manipulation, when we were not so important as trading neighbours."

It is impossible in the space of a short article to do more than glance at the admirable array of facts and figures put forward by Mr. Walker, but enough has been said to prove that Canada is growing in prosperity, and to contradict statements made by Cobdenites to the effect that Canada's well-being under existing tariff conditions is only apparent and not real. Facts are stubborn things, and those marshalled by the President of the Canadian Bank of Commerce are so overwhelmingly convincing that they cannot be gainsaid by the rhetoric of Cobdenite orators. The best friend of Canada could wish the Dominion no better future than that she should continue to flourish and progress as she does at present.

⁂

NOTES OF THE WEEK.

The Tail that is to Wag the Dog. The British Elections are now for all practical purposes over, and the result is that, so far from the people rising up in their wrath against the tyrannous Peers, they have elected about an equal number of Unionists and Liberals. Mr. Asquith is therefore dependent for security in office on the goodwill of some forty-odd Socialists and some eighty Nationalists. He cannot even claim a majority for the Lloyd George Budget, for it is notorious that, though the Irish members hate the House of Lords, but for whom they might ere this have obtained Home Rule (the Peers in this case received the approval of the whole country), they also detest the Budget, and abstained from voting on it in the last Parliament. Their votes must be bought at the price of Home Rule, a policy that will be opposed by many Liberal members. The Liberal Whip excited the wrath of Mr. Joseph Martin the other day by saying that the Party was not pledged to Home Rule. We commend to our Canadian contemporaries a cartoon in *Punch*, always a fair-minded critic. Mr. Asquith is represented as a knight in armour; his helmet is on the ground, and he is contemplating a tiny Shetland pony, and the words put into his mouth are as follows:—"I asked for a charger, and they give me this!" The cartoon is an admirable picture of the attitude of the British people to the Budget and the Peers.

* * *

Canada in the New British Parliament. The new Parliament which will meet at Westminster on February 21 contains several Canadians and others with a knowledge of Canada gained by residence, travel, or officially. On the Government side of the new House are the following eight:—Dr. T. J. Macnamara (Camberwell North), who was born in Montreal; Mr. J. Allen Baker (Finsbury East), who was also born in the Dominion; Mr. Joseph Martin, K.C. (St. Pancras East), also a Canadian born, and formerly a prominent figure in Canadian politics; Mr. J. T. T. Lincoln (Darlington), who has visited the Dominion as a missionary; the Right Hon. Sydney Buxton (Poplar), who was Under Secretary of State for the Colonies under Lord Rosebery; the Right Hon. Winston Churchill (Dundee), who filled the same office under Sir Henry Campbell-Bannerman; Mr. Joseph Walton (Yorks Barnsley), who has travelled throughout the Empire; the Hon. F. E. Guest (Dorsetshire East), who was assistant private secretary to Mr. Winston Churchill when Under Secretary for the Colonies; and Colonel Sir Ivor Herbert (Monmouthshire South), who has served in the Dominion as Commander of the Forces. Of the Unionist party there are the following eighteen with a knowledge of Canada:—Mr. Donald Macmaster, K.C. (Surrey, Chertsey), who was born and educated in Canada; Mr. A. Bonar Law (Lambeth, Dulwich), who was born in the Dominion; Mr. Ian Hamilton Benn (Greenwich), who is a director of Price Brothers and Co., Quebec, and the Canada Iron Corporation, Montreal; Sir Gilbert Parker (Gravesend), who was born and educated in Canada; Captain E. Knight (Kidderminster), who has ranched and married in Canada; Mr. H. J. Mackinder (Glasgow, Camlachie), who has travelled extensively in the Dominion; Mr. A. H. Lee (Hants, Fareham), who was for five years Professor of Strategy and Tactics at the R.M.C., Kingston; Mr. W. L. Boyle, who has spent many years farming in Canada; Mr. M. Archer Shee (Finsbury, Central), Viscount Helmsley (Yorks, Thirsk, and Maldon), and Lord Charles Beresford (Portsmouth), who have travelled in the Dominion; Major G. Dalrymple-White (Lancashire, Southport), who has seen staff service in Canada; Sir Charles R. Hunter, who has served as A.D.C. to Lieutenant-General commanding in Canada; Mr. A. St. G. Hammersley, K.C., who has practised at the Canadian bar; the Right Hon. A. Lyttelton (St. George's, Hanover Square), ex-Secretary of State for the Colonies; Mr. S. G. Hoare (Chelsea), who was private secretary to Mr. Lyttelton at the Colonial Office; Captain Bagot (Westmoreland South), who served in Canada as A.D.C. to the Duke of Argyll and the late Earl of Derby; Mr. H. Staveley Hill (Staffordshire, Kingswinford), who has travelled much in Dominions overseas; and Major A. E. Morrison-Bell (Honiton, Devon), who was A.D.C. to Major-General Sir Edward Hutton in Canada, and who served in South Africa with a Canadian contingent. The Right Hon. Joseph Chamberlain (Birmingham West), another ex-Colonial Secretary, will not be able to attend the House owing to the state of his health.

* * *

Two Prominent Canadian M.P.s. Despite the defeats sustained by Mr. Hamar Greenwood, Dr. Molson, Mr. Forster Boulton, and other candidates more or less intimately associated with Canada, the Dominion will really be more directly represented at Westminster in the new House of Commons than it was before. Neither Sir Gilbert Parker, Dr. Macnamara, or Mr. Bonar Law, though Canadians by birth, can claim to have taken the same active part in the public affairs of their native country as have the Hon. Joseph Martin and Mr. Donald Macmaster, the latter of whom achieved such a remarkable victory for the cause of Tariff Reform in the Chertsey division of Surrey. Moreover, both these gentlemen are exceptionally able exponents of their widely differing views upon subjects which are likely to be uppermost in the coming session. Not since the Hon. Edward Blake entered the House as one of the Irish delegation has such interest been evinced in the first appearance in debate of ex-Members of the Canadian Parliament.

* * *

Burlesquing British Politics. We have often drawn attention to the advantages and usefulness of the people of the Dominions Overseas interchanging visits with the people of the Mother Country, and so learning to know each other. We who are diligent readers of the Canadian Press have had the fact brought forcibly home to us that the knowledge possessed by some of our contemporaries of the Mother Country is about on a par with that possessed by some of the London daily papers of Canada. It is a case of a little knowledge being a dangerous thing. The British people have been represented by a section of the Canadian Press as groaning under an intolerable yoke of oppression; the heel of the Peer is on their neck, and the people are fighting for their liberty. One paper says: "Lloyd George is fighting with the spirit of Owen Glendower, and Winston Churchill with all the courage and dash of his ancestor, the first Duke of Marlborough; and the fighting blood of a fighting race warms to them." To Canadians who have lived in London long enough to have mastered British politics, there is something Gilbertian in this picture of these two Radicals, whose utterances are rather those of the street-corner orators than of statesmen. Another paper tells us that if the Tariff Reformers won the Election, Canada would seriously think of separation, and that the Tariff Reformer is really an Anti-Imperialist. The great bulk of Canadians are Imperialists; they may differ in many things, but all believe in the maintenance of the Empire. It is therefore a pity that they should take such violent prejudice against the party in England which, whatever one may feel about its views, is at least in favour of a strong Empire—strong because bound together by ties of interest as well as of sentiment, and of maintaining beyond question the supremacy of the British Navy. When we hear all the abuse that is hurled at the Lords for performing their duty as a Second Chamber—for it would have been the duty of any Second Chamber to reject the Lloyd George Budget—we think most people would prefer the veto of the Peers to that of the Irish Nationalists and English Socialists.

* * *

An English Banker on Canada. Canada is attracting more and more attention in the financial world in London. The fact is constantly being impressed on one's mind. It is rarely, for instance, that a prominent English banker alludes in public to the resources of any part of the Empire. Yet Sir Felix Schuster, one of the first banking authorities in London, when addressing the shareholders of the Union of London and Smith's Bank last week as chairman of that institution, referred to Canada at some length. In the prosperous condition of the Colonies he saw one of the most hopeful signs for the future. Canada, it was well known, he said, was making rapid strides in development and taking her place as one of the great commercial nations to whom in the future Great Britain would have to look for a considerable part of her food supplies. Sir Felix Schuster has recently paid a visit to the Dominion, and has been able—to use his own words—to judge from personal observation of the wonderful expansion taking place in Canada, of the vastness of her resources, agricultural and mineral, and of the enterprise and energy of her people. It was not surprising, he said, that British capital should be attracted to this Dominion, where there were such great opportunities for legitimate enterprise. And then he gave a word of warning. Like Mr. Byron Walker, Sir Felix thinks of the dangers that come when progress is too rapid. "It is to be hoped that where legitimate progress is so rapid, speculation will not intervene to force the pace. Capital introduced injudiciously and without proper advice may act as prejudicially as the ill-directed immigration of those who are not fit or willing to undergo hard work or a rigorous climate."

* * *

The Bishop of London on Canadian Destiny. That Canada during this present century will have a great part to play in the affairs of the world as well as in those of the Empire was the opinion expressed last Monday in St. Paul's Cathedral by the Bishop of London. In the stirring address to which allusion is made in another column, the Bishop looked forward to the time when the "balance of power" would be transferred "to that great nation in course of formation, upon the character of whose people will depend the future of the world." Not only did Dr. Winnington Ingram anticipate that within the century there would be a population of one hundred millions within the Dominion, but he looked forward to a time when such cities as Vancouver and Prince Rupert would be as important ports as London is to-day. Like Sir Wilfrid Laurier and Earl Grey, the Bishop has his eyes on Asia when he speaks so optimistically of the future which lies before the Pacific ports of Canada. Those who are apt to smile when the Canadian Premier talks so enthusiastically of the great destiny before his country should bear in mind the fact that China, India, and Japan form the most populous area of the world, and that the development of the modern steamship will soon bring these countries closer to the growing markets of the Canadian North-West than ever they can be to Europe. The Bishop of London, as was appropriate to the occasion, spoke most seriously upon the influence a nation of one hundred million Canadian Christians might exercise in carrying out the commands of the Founder of their religion. The breadth of view which characterised the address shows that the Anglican Church possesses at least one bishop who is also a statesman.

* * *

Local Option and Country Hotels. Local option made remarkable strides in Canada last year, especially in Ontario and the Western Provinces of Manitoba, Saskatchewan, and Alberta. In many towns and large areas, not only the "saloon"—or public-house bar—but also the hotel and restaurant where any kind of intoxicating liquors are available, has ceased to exist. The effect of this decision has been to leave some of the smaller towns without hotel accommodation of any kind, as many inn-keepers not legally compelled to close in consequence of the adoption of the local option law have done so voluntarily. One of the greatest wants in the Canadian smaller towns is a better type of hotel. The visitor from Europe making his first trip through the Dominion is surprised at the luxury and comfort obtainable, at a moderate rate, in the principal towns along the great railway highways, but once he diverges therefrom is apt to be still more surprised at the lack of such accommodation. We are glad to hear that a movement is on foot for establishing a chain of temperance hotels of the first class in the towns affected by the local option law. This development should offer a very profitable investment for some of our well-to-do emigrants.

* * *

Room for Improvement. Mr. Byron Walker, in his annual address at the meeting of the Canadian Bank of Commerce, while showing, as we have seen, that Canada is going ahead, did not omit to put his finger on weak spots in her commercial and industrial armour. After saying that the farmer finds his profit more and more in dairying, the raising of cattle, horses, hogs, fruit, vegetables for canning, poultry, etc., he says: "We do some things, however, badly." We could supply the world with the finest apples, and well-ordered orchards pay a very handsome return, but, as a rule, he thinks, everything in the apple business, from the care of the trees to the landing of the fruit in Europe, is done in a more or less shiftless manner. The orchards of the West are models of what should be, but they do not export to Europe, finding a sufficient market in the Prairie Provinces. In the fruit-growing districts of Ontario and the Maritime Provinces, too, great care is expended on the orchards. We rather think that Mr. Walker is referring to orchards in farms that are not wholly given up to fruit-growing. However, we may be sure that his words will be taken to heart. The President of the Canadian Bank of Commerce is also of the opinion that there is room for improvement in Canadian methods of horse and cattle breeding. Here, perchance, is an opportunity for settlers with a knowledge of stock breeding to do well in Canada.

THE CANADIAN PARLIAMENT.

A New Immigration Bill.

A new Immigration Bill, introduced by the Hon. F. Oliver, Minister of the Interior, has passed its first reading. It carries the restrictions against undesirables to still further limits than have been applied during the past twelve months, thus emphasising the fact that the greater discrimination exercised has had excellent results. It does not, however, merely refer to immigrants from Europe, but makes specific provision for dealing with the new arrivals from across the American border. The Bill also provides for the establishment of a Board of Immigration to decide each case of disputed immigration on its merits.

CANADA AND GERMANY.

Sir Wilfrid Laurier, replying to a question as to whether Canada had refused to negotiate with Germany for the removal of the surtax, and also whether Italy and Belgium had asked for tariff concessions similar to those granted to France by the new Treaty, said that there had been some informal discussion, but no official negotiations of that character.

THE NEWFOUNDLAND LEGISLATURE.

The Newfoundland Legislature was opened last week, the occasion being the first public ceremony in which Sir Ralph Champneys Williams, the new Governor, has appeared. In the Speech from the Throne, he referred to the industrial progress of the Colony, and expressed his delight at the widespread evidences of prosperity. He announced (says the *Times*) satisfactory results for last year in the fishing, mining, and other industries, and expressed gratification at the opening of the paper mills by the Anglo-Newfoundland Development Company (in which Lord Northcliffe is interested). The manufacture of paper, his Excellency said, afforded new and splendid industrial prospects for the Colony, and assured a financial return for investors. After announcing that an extension of branch railways had been arranged, Sir Ralph Williams proceeded to outline a policy of agricultural development, and stated that measures had been drafted for examining coal areas, establishing a smelter, and encouraging mining enterprise. His Excellency's speech also promised increased appropriations for education, lighthouses, telegraphs, and wireless stations, and announced that the revenue for the December half-year was the largest on record, as was also the surplus. A surplus at the end of the fiscal year was also expected.

In conclusion, the Governor announced that the Ministry had made an amicable arrangement with the Canadian mining companies working the hematite deposits on Bell Island, Newfoundland, whereby the companies would pay a royalty of 7½c. per ton annually for ten years on the gross outputs, which average 1,000,000 tons annually. This arrangement has secured to the Colony a substantial addition to the revenue.

On the day after the opening of the Legislature the St. John's newspapers were printed for the first time on paper from the Anglo-Newfoundland Development Company's mills. The paper was first used in England—by the *Evening News*—on the same day.

NEWS BY CABLE.

Earl Grey and Imperialism

Earl Grey, addressing the Women's Canadian Club of Quebec last week on the subject of Imperialism, said (cables the *Times* Ottawa correspondent) that if it meant the strength-giving power of Empire for the general good in all its component parts, then he was strongly in favour of it. He held fast to a belief in "Canada for Canadians," and saw no menace whatever to autonomy. If the Imperial idea meant loss of autonomy to Canada, he would be strongly opposed to it, but there was no possibility of this.

Sir Wilfrid and the Naval Proposals.

Sir Wilfrid Laurier, addressing a political meeting last week, said that the policy of the Government to create a Canadian Navy was not new, but dated from the Imperial Conference of 1902. Sir Wilfrid complained that the policy had been attacked on the one side because it was doing too much, and on the other because it was not doing enough. "I am denounced," he said, "in my own Province of Quebec as a traitor to my race, and in this Province of Ontario as a traitor to the British Crown, and there is about as much truth in one as in the other."

United States Poacher Shot.

During an exchange of shots between an Ontario fishery inspector named Greggs and a number of United States fishing poachers on the Upper Niagara River, says Reuter, one of the poachers was shot through the head, and died instantly.

The International Waterways Treaty.

Correspondence is passing between the United States and Canadian Governments, through the British Embassy, with a view to the ratification of the International Waterways Treaty, which was ratified by the Senate with amendment last March, but which amendment was unacceptable to Canada.

A Royal Commission on Technical Education.

A Royal Commission is to be appointed by the Canadian Government to report upon conditions under which technical education is given in Great Britain, France, Germany, and the United States.

Canadian Sympathy with France.

Sir Wilfrid Laurier has sent a cable message to Mr. Fabre, the Canadian agent in Paris, asking him to convey to the Government of France the sincere sympathy of the Government and people of Canada in the great losses caused by the recent floods in France. Mr. Fabre is to assure the Government of the Republic of Canada's desire to offer practical aid if required.

THE CANADA CLUB DINNER.

The Canada Club held its second dinner of the season at Prince's Restaurant on Tuesday evening, Mr. A. W Smithers, Chairman of the Grand Trunk Railway, being in the chair. There were also present: Admiral A. L. Douglas, G.C.V.O., Rear-Admiral Sir John R. Jellicoe, K.C.V.O., Captain R. Tupper, R.N., Lieut. Sir Trevor Dawson, R.N., Colonel the Hon. H. A. Lawrence, Major Allan S. Macnab, I.M.S., Colonel W. Ingersoll Merritt, Major F. Poole, R.A., Captain Ralph Slazenger, Sheriff of London, Major H. L. Sapte, the Hon. Sir John Taverner, Sir James Heath, Bart., Sir Robert W. Perks, Bart., Sir Edgar Speyer, Bart., Sir William White, K.C.B., Sir John Buchanan, Sir William Crump, J.P., Sir George Riddell, the Hon. A. W. Atwater, K.C., Mr. Alderman Hanson, J.P., Dr. R. G. Armour, Dr. G. R. Kennedy, and Messrs. Donald Armour, F.R.C.S. (Committee), R. M. Beckett, Beckles Willson, F. Faithfull Begg, E. M. Bovill, E. C. L. Bradley, J. H. Brodie, H. W. Birks, Harry Brittain, R. P. Butchart, F. E. Butcher, G. H. Campbell, Elmsley Carr, T. Willes Chitty, N. Christiansen, John Coates, J. Graham Colmer, C.M.G. (Committee), Horace Cullen, Granville Cunningham, E. H. Cuthbertson, Frank Darling, H. Deer, Edward Dent, C. H. Durham, Lorenzo Evans, J. Hamilton Gibb, Herbert Gillham, Hamar Greenwood, A. M. Grenfell, W. L. Griffith (Committee), H. W. Harding, H. Haylock, C. Holland, Samuel Holmes, John Howard, W. H. Idris, C. R. Johnson,, H. V. F. Jones (Committee), J. A. C. Kemp, E. W. Lane, W. Lefroy, S. W. Leleux, A. G. Leonard, W. J. Leonard, F. Orr Lewis, Donald Macmaster, K.C., M.P., A. A. Macnab, W. M. MacLeod, G. R. Major, P. R. M. Marling, Ernest Meinhertzhagen, Cecil M. Merritt, — Munns, W. P. Nevill, Saxton Noble, H. H. Norman, E. R. Peacock, R. B. Philpotts, A. R. Phipps, F. C. Redden, T. Reunert, Oswald Swanston, T. G. Scott, Thomas Skinner, J.P., T. Hewitt Skinner, Beckwith Smith, James R. Smith, Hubert Smithers, John Smithers, Langley Smithers, Norman Smithers, Waldron Smithers, Robert F. Smyth, F. Williams Taylor, W. J. Thorold, W, N. Tilley, W. Tomlinson, G. Turner, W. C. Ward, Harrison Watson, H. J. Williams, and E. A. Wills.

After the toasts to the King, the Queen, the Prince and Princess of Wales, and the rest of the Royal Family, proposed by the President, had been honoured, that to "The Imperial Forces" was proposed by Mr. H. V. F. Jones, who said that it was one that the Club had always honoured. He expressed confidence in the efficiency of the Navy and the ability of those by whom it was controlled. Canada was taking a new step in this connection; there were differences of opinion, but these would become settled in the course of time. Admiral Sir A. L. Douglas, G.C.V.O., in reply, referred to Rear-Admiral Sir John Jellicoe as one of the rising men of the Navy. Without being unduly optimistic, he was sure England had the best ships in the world, and its personnel was, beyond question, the finest. He was very glad to see the strides Canada was making in her Navy, and thought the method of its organisation might safely be left to the Dominion.

Major F. C. Poole, R.A., also responded, and referred to recent reforms, most important of which was the interchange of officers with the Colonies. Testimony was borne to the debt owed by the Army to the Royal Military College, Kingston, whose graduates were handy-men for whom no job was too tough. The Army had a long memory, and they of the Regular Force would never forget their debt of gratitude in the South African War to the Canadian contingent.

MR. SMITHERS' SPEECH.

The principal toast of the evening was proposed by the President. Mr. Smithers said:—

"I have the honour to propose the toast of the evening, "The Dominion of Canada and his Excellency Earl Grey, the Governor-General." On the last occasion my friend Mr. Thomas Skinner occupied the position which I have the honour to fill to-night. He represented that great corporation which, by its success, has filled every inhabitant of this country, Canada, Australia, and New Zealand with admiration. The Canadian Pacific Railway has given the people of this country a magnificent investment; has provided a new and quick route to Australia, New Zealand, and the Far East; and has opened up that great granary of the Empire, the North-West Provinces—Manitoba, Saskatchewan, Alberta, and British Columbia. I represent to-night that other great and old corporation, the Grand Trunk Railway, and its offspring, the Grand Trunk Pacific. Unlike the Canadian Pacific Railway, the present Grand Trunk management has to carry, if not the sins, the difficulties, errors, and mistakes of its forefathers. We believe, and never more strongly than to-day, we were right to enter the North-West, and we believe, whatever the difficulties, we shall surmount them, and justify ourselves to the Government and people of Canada, and to those who have entrusted their interest to us by investing in the undertaking. As the names of Sir William Van Horne and Sir Thomas Shaughnessy will for ever be identified with the Canadian Pacific Railway, so will, I hope, the names of Sir Charles Rivers Wilson and Mr. Charles Melville Hays be identified with the Grand Trunk Pacific, and on a higher plan. Just as the Canadian Pacific will be identified with Canada's great statesman, Sir John Macdonald, so will the Grand Trunk Pacific be identified with that other great statesman—still happily with us—Canada's gifted Premier, Sir Wilfrid Laurier. It is the task of these two great railways to help to open up and settle the Dominion of Canada—a country full of possibilities, second on none in the world. It is said sometimes that Canada is over-advertised. I do not think so; it is the situation and resources of Canada that compel the attention of the world."

Mr. Smithers then went on to quote figures to show the wonderful record grain crop of last year (144,000,000 bushels), and also to give statistics concerning bank clearings, mining returns, etc. Space prevents us reproducing these figures, which have already appeared in *Canada*

THE MAGNIFICENT CREDIT OF CANADA.

He then continued

The natural effect of the increasing knowledge by the world of all these great resources is increased immigration. Ninety thousand emigrants crossed the border from the United States last year, and 92,000 went in from Great Britain and Europe. Well at the back of all these resources, which in amount and extent read like a fairy tale, is the magnificent credit of Canada, due, first, to the talent and traditions of her Government, and, secondly, to her effective banking system. Nothing has given greater confidence to the investing public than the way in which Canada met the great American panic which clouded the closing months of 1907, and the way in which she has so soon resumed the progress of prosperity, and for this the Government, especially Mr. Fielding, and the banks deserve the highest credit. Canada cannot too highly value her credit, and while she keeps it in the present high state she need have no fear that the Old Country and America will not continue to abundantly supply her needs. Looking to the experience of the past in developing new countries, the "wild-cat" promoter will, I suppose, appear, but I hope that he will be looked upon as a public enemy, and I am sure all good Canadians of high repute will use all their influence to frustrate his schemes.

Photo by] [*Elliott & Fry.*

MR. A. W. SMITHERS, CHAIRMAN OF THE GRAND TRUNK RAILWAY.

DOES ENGLAND REALISE?

Then, with all this wonderful country opening to our view, is it permissible to ask, in no party spirit, does Britain realise what Canada is to her now? Still more, does she realise what she will be in ten, twenty, thirty, or fifty years hence? Has this country, as a whole, has either party in this country, realised the strength, moral and material, which accrues to this country by maintaining the best and closest relations with Canada? Can we be blind to the significance of the help of the nations beyond the seas in the late war? Can we be blind to the still greater significance with which they have lately come forward to help us with our Navy? After all is said and done, I believe this country is overcrowded, and what to do, not only with our present, but our increasing population, is our greatest problem. At the same time, the cost of foodstuffs is dear, a position only to be corrected by an increase of production, and that production can only be increased by increased labour on the land. The land is to be found in Canada.

PEOPLE AND LAND.

Hardly ever has a nation had to deal with a more difficult problem than we have here at home in the care and disposition of our surplus population, and never, so it seems to me, was the remedy so near at hand. Here we have the *people*, in Canada they have the *land*. Canada does not want paupers or wastrels; she wants men who are able, ready, and willing to work, and enough money to give them a chance of not being a burden on Canada at the start. The Salvation Army has done good work in this direction, and I rejoice to see the Canadian Pacific Railway Company, under the lead of Sir Thomas Shaughnessy, is taking measures, in a broad and statesmanlike spirit, to put men on the land in Canada. But surely this is not enough.

A BRITISH STATESMAN WANTED.

The British statesman is wanted who will make it a question of high policy to find the way, to help, educate, and transport, under conditions acceptable to the Government of Canada, the workl population here, who would there find ample work at good pay [illegible] the benefit to the future relations of Canada and the Mother C[illegible] if such a policy could be successfully carried out. It i[illegible] question of education and spreading knowledge, and just a[illegible] in great numbers frequently pass to and fro between Canada and Italy, so should the inhabitants, say, of Kent or Surrey, look upon going to Canada with little more apprehension than they would look upon going to Yorkshire. Is it not at least possible, then, that one of the solutions of the unemployed problem here would be the Government of Great Britain seriously taking up the question of emigration with the Government of Canada, and offering to spend the necessary capital by way of loan in settling some of our superabundant population in the vacant lands of the North-West."

A TRIBUTE TO EARL GREY.

This toast is coupled with the name of the Governor-General Lord Grey is nearly completing a term of splendid service. He has done much to bind the new land to the old; he has won a foremost place among his illustrious predecessors, and his years of office will always be memorable by the way in which he so brilliantly brought together, in love and peace, and mutual respect, the French and British on the Plains of Abraham. In conclusion, I would say, with the deepest conviction, let our relations with Canada, and other kindred nations beyond the seas, be above party, let Britain wake up to the greatness of Canada, and let each one of us do all in our power to draw closer every tie that can bind us together, and remember, amid the various ambitions, which will sway the policies of the nations of the world, the British Empire will find that in union is strength, and in strength, safety

The Hon. A. W. Atwater, K.C., responding, said that such a toast needed no poor words in reply. Canada was proud of its achievements, and still more proud of its future. It was a young country, but one of magnificent possibilities. Not a generation ago it was a collection of disintegrated parts; to-day it was one homogeneous [illegible]. Emphasis was laid on the part played by the great Canadian railway companies in bringing this about. The great wheat fields a quarter of a century ago were practically unknown; to-day they were among the greatest contributaries of the granary of the Empire Canada to-day exported more to the United States than it did to Great Britain, and, without wishing to touch upon politics, he thought that in this connection the bonds of Empire might with advantage be closer drawn. Mr. Atwater reminded his hearers of how inextricably the destiny of Canada was bound up in that of the Empire, and assured them of the loyalty of Canadians, whether of French or British Empire. He believed that the steps recently taken towards the establishment of a Canadian Navy were in the right direction, and would appeal to every self-respecting Canadian.

Mr. W. L. Griffiths proposed the toast of "The Guest," referring sympathetically to the non-controversial spirit of the Club, and the illustrious character of its guests. This toast was coupled with the names of Sir Edgar Speyer, Bart., and Sir W. H. White, K.C.B. The former confessed that he had never visited Canada, but was soon to sail for there. He spoke for the other guests, when he said that they followed with the greatest interest Canada's onward progress. As a banker, he wished to take a part, however small, in that progress. Nothing could stop Canada in her path, the road [illegible] and her progress unimpeded. England would always be [illegible] to furnish the sinews of war, that was, the funds necessary [illegible] legitimate enterprise. He hoped that next year Canada [illegible]ld not throw all its plums to England at the same time

Sir W. H. White made sympathetic reference to Canadian hospitality generally, but more especially to the warm-hearted welcome afforded by the small towns of the West. He could not help feeling that the appeal of the country should not be disregarded, that its population should be mainly built up of Englishmen. The most hopeful line was in child emigration. An American in Calgary had said to him that Great Britain did not know what they had in [illegible], and that the United States would step in. That some might [illegible] member [illegible] there in a patriotic speech expressed the [illegible] himself felt called on to remind those present of certain essential differences between the Dominion and the States. In the former law and education went before population, and he had, in conversation with a half-breed voyageur, found that the latter's pride in the Empire was as great as his own. It was [illegible] the people of Canada that he was most pleased to remember, and he felt that, with the qualifications they possessed, there need be no fear for the future greatness of the country. The concluding toast, that to the President, was proposed by Mr. F Williams Taylor, who spoke in eulogistic terms of the great Grand Trunk Railway and the part played by Mr. Smithers in its development

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THE RHODES SCHOLARSHIPS REPORT.

Canadian Successes at Oxford.

The latest annual statement issued in connection with the Rhodes Scholarships shows that during the year 1908-9 the Canadian representatives have secured the following awards.

B.C.L. Degree.—A. Moxon, Nova Scotia, 1906 (New College), 2nd class.

Final Honour Schools. First-class, English Literature: T. Larsen, British Columbia, 1907 (Exeter); Second class, Literal Humaniores: R. C. Reade, Ontario, 1906 (New College); Modern History; A. G. Cameron, P.E.I., 1906 (Balliol); J. A. Estey, Nova Scotia, 1907 (Queen's); Third-class, Jurisprudence; J. J. Penny, Newfoundland, 1906 (Hertford); Fourth class, Literal Humaniores; A. R. MacLeod Quebec, 1906 (Balliol); Modern History: H. R. Bray, British Columbia, 1906 (Brasenose)

Honour Moderations, Third class: (1) H. A. Winter, Newfoundland, 1907 (University), in Cla[illegible]

During the year the following appointments were obtained by Canadian ex-scholars:—

Chester B. Martin (New Brunswick, 1904).—Professor of Modern History of the University of Manitoba

F. P. Day (New Brunswick, 1905).—Assistant Professor at the University of New Brunswick

A. Moxon (Nova Scotia, 1906). Assistant Professor at the University of Saskatchewan

A. M. Bothwell (North-West Territories, 1906).—Lecturer at Manitoba College, Winnipeg

R. C. Reade (Ontario, 1906) Assistant Professor at the University of Toronto.

Under the terms of the Bequest the Scholars must have won recognition in some form of athletics to be eligible for a Scholarship The following extract from the Report will show that they are taking their place in the athletic life of the University

In Rugby football four Scholars (Colonial) represented Oxford against Cambridge; in athletic sports five (four American and one Colonial); in cricket, four (Colonial): in lacrosse six (Colonial); in lawn-tennis, one (Colonial); in cross-country running, one (Colonial); in water sports, one (Colonial); in boxing, two (Colonial); in racquets, one (Colonial). One Scholar represented England in International Rugby football matches, and one Scotland

The total number of Scholars in residence at Oxford under the Bequest during the academic year 1908-9 was 179. Of these, 78 were from the Colonies of the Empire, 90 were from the United States, and 11 from Germany

* * *

The Royal Commission on the Improvement of Trade Relations between Canada and the West Indies began taking evidence at Jamaica on Monday. Lord Balfour, of Burleigh, at the opening of the proceedings, said that the Commission came in order to get honest and frank evidence and the opinions of Jamaica respecting closer trade relations with Canada.

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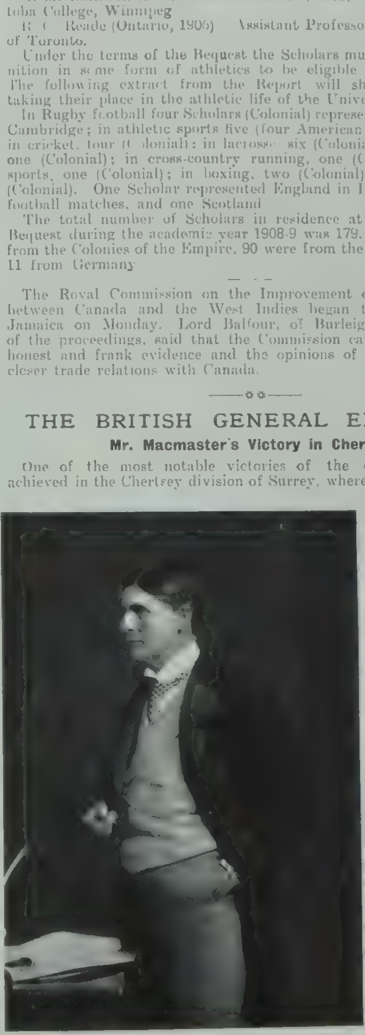
THE BRITISH GENERAL ELECTIONS.

Mr. Macmaster's Victory in Chertsey.



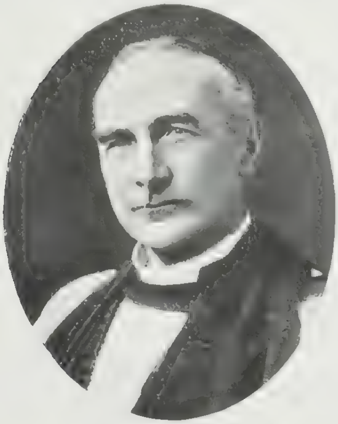
MR. DONALD MACMASTER, D.C.L., K.C.
(M.P. for the Chertsey Division of Surrey.)

One of the most notable victories of the election was that achieved in the Chertsey division of Surrey, where the eminent Canadian K.C., Mr Donald Macmaster, an ex Member of the Dominion House of Commons, turned a Liberal majority of 99 at the 1906 election into a Conservative majority of 4,613. At the last election Mr. Donald Macmaster fought a hard fight in the Leigh division of Lancashire against Mr. John Brunner, and his persistent advocacy of the cause of Tariff Reform, the main issue upon which he fought his campaign, has been speedily rewarded.

Mr. Macmaster was called to the Canadian Bar in 1871, after a distinguished career at McGill University. He took silk in 1892, and has since declined the office of a seat upon the Bench. Between 1879 and 1882 Mr. Macmaster sat in the Legislature of the Province of Ontario as Member for Glengarry, and in the latter year resigned to represent the same constituency in the Dominion House of Commons. At the General Election of 1887 he was defeated, and thereafter declined nominations on more than one occasion, devoting himself to the profession which was making increasing demands upon his time Upon several occasions Mr. Macmaster was selected as counsel in important cases which came before the Judicial Committee of the Privy Council, and he was well known in London legal and social circles before he decided to make his permanent residence in this country. During the last three months Mr. Macmaster has made some striking arguments for Tariff Reform, which have attracted notice outside his own constituency On the eve of his election he received a letter from Mr Chamberlain, prophesying his success. Mr. Macmaster has been twice married; his first wife, who died in 1883, was a daughter of the late Mr. R. Sanfield Macdonald, of Lancaster, Ontario. In 1890 he married Miss Ella Virginia Deford, of Baltimore. Mr. Macmaster, who resides at Woking, is a member of the Carlton, Constitutional, and Ranelagh Clubs

Jubilee of the Anglican Church in British Columbia: STIRRING ADDRESS BY THE BISHOP OF LONDON.

AN impressive ceremonial and a striking address by the Bishop of London were the features of the special service at St. Paul's Cathedral held in commemoration of the fiftieth anniversary of the creation of the diocese of British Columbia. The Bishop took as his text the words "bind up the opportunity," from St. Mark He dwelt upon the fact that despite all the great work accomplished by the Church of England, she had almost invariably missed her opportunities by being too late. In East London she had been 50 years too late in establishing her mission work to reach the masses; in the United States she had been 170 years too late; in Canada east of the Rocky Mountains she had been fifty years too late in adapting her methods to the needs of a growing country. Sites for churches and Church institutions which would have been gladly given free in the years gone by had now frequently to be bought back. "The peculiar feature of the festival which we are here to celebrate to-day is that it was in British Columbia that for the first time in its history our Church was in time," said the Bishop. He then went on to give a graphic sketch of the work of the first Bishop of the Diocese of British Columbia—Dr. Hills, of Great Yarmouth, "all honour to his memory" — who, during a pastorate of thirty-three years, built up the see on sure foundations, finding a worthy cooperator in Bishop Sillitoe, the first holder of the see of New Westminster The Bishop also dwelt upon the earnest loyalty of the laity in the pioneer days; the grants of land by the Hudson's Bay Company, the donation of £25,000 by the late Baroness Burdett-Coutts; the work of the S.P.G. and other societies, and of individuals intimately connected with the growth of the Province who had helped towards the splendid result which he could summarise in the statement that there were in 1910 eighty-nine clergy working where there had originally been but one.



THE RIGHT REV.
A. F. WINNINGTON INGRAM, D.D.
(Bishop of London).

The Bishop said he supposed but few of his hearers, however interested they were in the work of the Church in British Columbia, realised "what a glorious country it is, this garden of the world." In alluding to his visits to the United States and Canada two years ago, Bishop Winnington Ingram recalled a conversation he had with Sir Wilfrid Laurier regarding the mighty influence which the strategic position of British Columbia would exercise upon the further east. The Bishop endorsed the prophecies that had been made that during the next fifty years one of the greatest nations in the world would have been established in Canada, in whose hands would rest the balance of power in the world. It was therefore of the most vital interest that in the first place those 100,000,000 of people should be Christians in their practical religious belief, and next that they should be in sympathy with the Motherland from which the great majority of British Columbians had sprung. "I would not," said the Bishop, "begrudge the best of my curates or the ablest of my vicars who feel the call to take up their work in this country of such enormous possibilities." On the shores of the Pacific, at Vancouver or Prince Rupert, during the next 300 years, there may, added his lordship, exist cities as great as London, within but a few days' reach of Asia, still the most thickly populated continent on the earth. In the course of his stirring address the Bishop of London expressed his great regret that so few of the thousands of emigrants going out to Canada who had been brought up in the Church of England were supplied with letters of commendation to the clergy in Canada. During his voyage across the Atlantic he had found other denominations far more careful and considerate in this respect, and "not for the first time since my return to England do I take the opportunity of drawing the attention of the clergy of my diocese especially to this neglect."

The Bishop, before closing his address, dwelt upon the importance of the work which lay before the training college of St. Mark in the new University of British Columbia, the building of which it was hoped to commence this year, and towards the endowment of which the collection was given.

The special lesson was read by Bishop Montgomery, Secretary of the S.P.G.

MEETING AT THE MANSION HOUSE.

In the afternoon a well-attended meeting was held in the Mansion House under the chairmanship of Alderman Sir Joseph Savory, who spoke, in opening, of the warm interest taken by the Corporation of London in the movement. He referred to the enormous area and scattered population of British Columbia, and the need of trained clergy. The Provincial Government had set aside 2,000,000 acres of land for the endowment of a [illegible] and a site was therefore in readiness for the proposed college

After the reading of a telegram of regret and good wishes from Lord Aberdeen, the Hon. J. H. Turner, Agent-General for British Columbia, and Chairman of the Executive Commemoration Committee, gave a brief account of the development of the Province, saying that it had originally been considered a place to find gold in and to leave as soon as one was satisfied. It was fortunate that a good many people had not been satisfied, as they remained there, and came to realise its wonderful possibilities as a place of residence. The country then had developed with remarkable rapidity, but what were the churches doing to meet the people's growing need? The Methodists had already built a college such as the one proposed, and the Presbyterians were already making good progress towards the establishment of a second. It was therefore necessary that the Mother Church should receive every assistance if she was to maintain her position in the Province. An action on the part of English Churchmen would be just the thing to appeal to the people of British Columbia. They were liberal, but it was almost impossible to raise the sum of money required locally, and he therefore appealed to well-to-do people in this country to lend them a helping hand.

WHY OUTSIDE HELP IS NEEDED.

Canon Beanlands, M.A., formerly Rector of Christchurch Cathedral, Victoria, was the next speaker, and said that the question had been asked why British Columbians, if the country was so rich, were not able to build their college for themselves. To this he would reply that he had ascertained that 30 per cent. of the gross revenue of the Province was spent by the Legislature each year in secular education, and from that fact could easily be seen the difficulty in raising adequate funds by the Church for religious education. If the establishment of such a college were to mean any severance with the Mother Church, he would be the first to oppose its establishment, but the Canadian Church, as well as the Canadian people, were loyal to the Mother Country.

The Canon was followed by the Rev. W. G. Boyd, M.A., former chaplain to the Archbishop of Canterbury, who has just returned from Canada He explained that while he was more familiar with conditions in Alberta, the needs of the whole of Western Canada, a territory equal in size to Central Europe, were the same, and were all extremely urgent. People were pouring into the West yearly by thousands, and hundreds of thousands, and it was a scandal if the Church of England neglected, as she had only too often done, the command: "Go ye and preach the Gospel unto all the world."

On the motion of the Bishop of Kingston-on-Thames, who gave some interesting anecdotes of the late Dr. Hills, first Bishop of British Columbia, seconded by Canon Bristow, it was resolved to make permanent the organisation formed to carry out the jubilee commemoration of the Church in British Columbia, the societies already existing at home on behalf of the various dioceses being invited to unite in it.

Mrs. Creighton, in moving the resolution, "That the jubilee anniversary of the Church in British Columbia would be most worthily commemorated by the establishment of a college for the training of clergy for the several dioceses comprised within that Province, such college to be attached as a Church hostel to the Provincial University of British Columbia," spoke of the necessity of an educated clergy who might convey a proper atmosphere to their scattered parishioners. The clergy working in such a field needed the best education as a resource against loneliness, to teach them its opportunity, and to enable them to help others against its depressing influence

Canon Brooke, who seconded the motion, said that it ought to be just as easy to raise £30,000 as the paltry £12,000 asked for this object, which he advocated on three grounds. First, that being a theological college within the University, students would have the benefit of intercourse with those who were training for other professions and walks of life; secondly, that the clergyman ought to have an adequate technical and devotional training; and thirdly, that the proposed college might be an object lesson to the Church of England at home. The motion was carried.

HOW THE PLAN STANDS AT PRESENT.

For those who are unfamiliar with the details of the proposal it may be stated that at the present time there is no institution whatever for training clergy throughout the length and breadth of British Columbia. It is hoped, however, before long to amend this state of things by the establishment of St. Mark's College, which will be attached as a hostel to the Provincial University of British Columbia. This University (the site of which has not yet been definitely settled), when established and in full working order, is likely to become an educational institution of immense importance. A rough estimate places the total cost of St. Mark's College at £30,000. The plan is to erect the building in three sections, and enough money is already in hand to build the first section. The English Committee are at present concentrating their efforts upon the provision of an endowment for the stipend of the warden and other officers of the college They are therefore appealing for the sum of £12,000, of which between £2,000 and £3,000 is already in hand. This object is their first concern, but they will gladly receive subscriptions to the Building Fund, while special gifts such as scholarships or bursaries, and contributions towards the college library will be equally welcome. All communications should be addressed to the Secretary, British Columbia Church Jubilee Fund, Church House, Westminster, London, S.W

NEWFOUNDLAND AND THE WEST INDIES.

By P. T. MAGRATH. (Special to *Canada.*)

NEWFOUNDLAND has claimed to be made a party to the negotiations for reciprocal trade which have been set on foot between Canada and the West Indies, and this claim has been allowed by the British Government to the extent that the colony has been permitted to prepare a case and submit it to the Royal Commissioners, who are visiting the West Indies at the present time to inquire into the prospects of better trade relations between the two countries.

Newfoundland's trade connection with the West Indies goes back for more than a century, and has many historic associations. For instance, the Gladstone family of England traded in the West Indies after the American revolutionary war, and, through the friendship between them and one of the Newfoundland fish trading houses, a cargo of fish was sent to the West Indies in 1818 to help feed the slaves who were starving there at that time. In the early days of the last century, too, large purchases of Newfoundland cod were made for the use of troops who were serving in these islands. After the Peninsular War and the continued peace which settled upon Europe, a great market for fish in the Iberian countries, which the war had caused, and which the termination of hostilities had destroyed, compelled the Colony's fish dealers to find an outlet for their catch in the West Indies.

During the past twenty-five years the West Indies have proved a constant and assured market for nearly 100,000 cwts. of Newfoundland codfish every year, valued at $300,000 to $400,000, while in return Newfoundland has absorbed over one million gallons of West India molasses every year, of an almost equal value. The West Indies have likewise taken considerable quantities of Newfoundland herring, salmon, and other fish stuffs, and also, at times, quantities of lumber and lesser products; Newfoundland in return taking goodly consignments of rum and lesser supplies of sugar, so that the imports and exports almost balance each other.

DRYING COD FOR SHIPMENT TO THE WEST INDIES.

In spite of the growth of population in the British West Indies and in Newfoundland neither branch of this trade has increased to any appreciable extent during that period, and the present movement has for its object the providing of a stimulus whereby such improvement may be brought about. Fish is a staple article of diet with the natives of all the West Indian islands, and on the basis of a population twenty-five years ago and at present, the supplies of this commodity consumed there should be almost twice what they are now, and, with the greater prosperity of the islands taken into account, it seems amazing that such an increase in the trade has not taken place. An explanation to some extent is that Canadian, American, and European fish have entered the islands in competition with that of Newfoundland. In the case of Canada, for instance, the fish trade with the islands is done entirely from Nova Scotia, and, in spite of the fact that Nova Scotia's catch of cod has diminished 50 per cent. in ten years, shipments to the West Indies have increased. The fish required to meet her demand has been bought in Newfoundland, and, while the colony's trade has profited from this, it would profit more if the fish were shipped direct, because Newfoundland's working men and fish dealers would secure all the gain from the handling, loading, and selling of about 120,000 cwts. of cod sent to the islands from Nova Scotia, the bulk of which originates in the island colony.

In the same way Newfoundland's supplies of molasses have not grown in proportion to the population, an explanation in this case being that large numbers of the people have used sugar instead, and this sugar has come from the British Isles chiefly. The colony imports about 7,000,000 lbs. of sugar annually, and of this not more than 70,000 lbs., or one one-hundredth part of the total, is imported from the West Indies. It is suggested that by the establishment of a local refinery, practically all the sugar consumed in the colony could be obtained from the West Indies, refined in Newfoundland and put into direct consumption, and that, incidentally, the consumption of molasses and syrup could be largely augmented by the cheapening of this product, which would then ensue.

In considering the possibilities of developing the trade between the West Indies and Newfoundland, the fact must be borne in mind that formerly the fish-carrying business between the two countries was conducted chiefly by small vessels from Newfoundland, which loaded minor cargoes of codfish, herring, salmon, lumber, etc., and on the return voyage brought back molasses and rum. This is a method which is still in vogue among the Nova Scotia fish dealers, and which, by reason of their closer proximity to the West Indies and their large demand for unrefined sugar, enables them to maintain a goodly flotilla of schooners in the business. But Newfoundland dealers, for various reasons, found it desirable to abandon this policy, and of late years most of the trade has been done by means of steamers, consignments being shipped from St. John's to Halifax or New York, and sent from there by the regular liners plying to the West Indies, and molasses, rum, and sugar being brought back in the same way. It is proposed under the present scheme to arrange for steamers at regular intervals to ply between St. John's and the West Indies direct, or to have an existing or improved steamship service to these islands, make St. John's one of the ports of call. This, it is felt, would give a cheaper rate of freights either way, and would retain for the business interests of Newfoundland all the profit derivable from the West Indian trade, and likewise stimulate a passenger traffic, and a trade in fruits, of which there is none direct at present, and but a comparatively small indirect trade, inasmuch as the cost of transporting tropical fruits to Newfoundland under the existing conditions is almost prohibitive.

(*To be continued.*)

* * *

FOREST, STREAM, AND SEASHORE.

We have received from the Intercolonial Railway of Canada an interesting and very attractively printed publication, entitled "Forest, Stream, and Seashore," which furnishes a very complete guide to that part of Eastern Canada traversed by the Government's lines. These stretch for 1,700 miles, from Montreal to Levis, and thence along the lower St. Lawrence, through the picturesque Matapedia Valley, along the short of the Baie de Chaleur to Halifax. Branch lines extend to the Bay of Fundy, Cape Breton, and Prince Edward Island. These districts comprise the richest and most varied tourist grounds of the American continent, and are intimately connected with all that stands for the romance of Canadian history.

A VESSEL ENGAGED IN THE FISH CARRYING TRADE BETWEEN NEWFOUNDLAND AND JAMAICA.

VEGETABLE GROWING IN ONTARIO.

Valuable Openings for British Market Gardeners.

We have received the following article from Mr. Frank F. Reeves, who owns the Cherry Bank Gardens, Humber Bay, Ont., and is also Secretary-Treasurer of the Toronto Branch of the Ontario Vegetable Growers Association. In the course of his paper Mr. Reeves shows the opportunities which await market gardeners with from £100 to £200 capital in Ontario. It should be remembered, in considering the facts he sets forth, that the market in Canada is growing with enormous rapidity, and the earlier the British market gardener who is thinking of emigrating makes up his mind and gets thoroughly established, the greater will be his prosperity.

THE vegetable-growing industry of Ontario is thriving, owing principally to the great prosperity the people of the Province are now enjoying, and the consequent demand for more luxuries, including a great variety of vegetables.

The growing of mixed crops, by which I mean the production of all varieties of vegetables to which the land is adapted, is practised principally in the vicinity of the large cities. Farther away, where produce has to be shipped by rail or boat, the growers plant three or four staple crops, as they are easier to handle. Growers in many localities, including Leamington, Sarnia, and Scotland, have formed themselves into a co-operative association for buying supplies and marketing their produce. All the selling is done by one man, who makes it his business to keep in touch with the market. He is paid on the percentage basis, all the produce is graded, and the growers are paid an equal price.

The growing of vegetables for the canning factories is enormous in this Province; tomatoes, corn, asparagus, and spinach are grown for that purpose. A great quantity of vegetables are imported from the United States. In the case of onions, for instance, while Ontario's acreage in 1908 was approximately 673 acres, with an average crop of 312 bushels per acre, we imported in the same year about 78,000 bushels. These all might have been grown in the Province. The average price for onions for the past five years has been 1 cent per pound.

To show the extent of the canning industry, I will take tomatoes. These can be grown with profit all over Southern Ontario. There were in 1906 fifty-three canning factories in Ontario. The acreage upon which tomatoes were grown, according to statistics gathered by the Provincial Government, was 6,785 acres, and the total yield was 1,296,500 bushels. From these the canning factories produced 793,000 cases, each case containing twenty-four 3lb. cans. In 1908, 21,000,000 cans were packed. The increase during the past few years has been enormous, growing from 83,000 cases in 1891 to 793,000 cases in 1906. Tomatoes will "crop" as high as 800 bushels per acre, but the average for the whole Province for 1906 was 185 bushels per acre, which is very low. The price paid by canning factories was 1s. 1½d. a bushel.

The only way for an old countryman to make a success of vegetable-growing in Canada is to work for someone in the business for a year or two. He will have practically to forget all he knew, and to begin at the bottom of the ladder, for the climate, customs of the country, manner of growing, and marketing are all different to the conditions in the Old Country. After he has gained that experience he will require capital of from £100 to £200, according to the amount of land he wishes to work, to enable him to make a good start. Numbers, such as the writer, have started with nothing but a stout heart, a strong pair of hands, a willingness to adapt oneself to the customs of the country, and with one ear to the ground listening for, and ready to take in, all the little "pointers" necessary to success, which I have always found Canadians desirous of giving to those who will pay them attention. I have made a success of it, and personally I know scores who (I admit after a fight) now own their farms and are practically independent.

The cost of land varies very much, according to the closeness to or distance from the market. Good market-garden land in the vicinity of Toronto is worth from £60 per acre upwards; across the Lake in the Niagara fruit district it is worth from £30 to £150 per acre; in some parts of the Province it can be bought for £20 per acre.

The best crops to start with will depend altogether on the locality one decides to start in. The probable yield on capital invested in this business is very hard to estimate, as so much depends on climatic conditions, the condition of the soil, and the amount of work and energy devoted to it. Our season here is short to what it is in England, yet, with the exception of land devoted to crops like onions, we generally double-crop our land every year. In addition, everything grows far quicker here than in England.

The average garden near Toronto is from five to ten acres. Nearly all growers have one or more greenhouses, which are used in the winter for forcing lettuces, radishes, rhubarb, etc., and to get plants well started ready for spring work. These gardens rent, according to soil and buildings, etc., from £30 per year upwards.

We have in Ontario the first and only Association of Vegetable-growers in America, financially assisted by the Provincial or State Government. The Provincial Government makes an annual grant of $800, and gives assistance in procuring speakers for our meetings and in various other ways. We have upwards of 600 members, and branches have been established in all parts of Ontario. The objects of the Association are to advance the interests of vegetable-growing in all its branches by holding conventions, by co-operating with branch associations, by collecting, arranging, and distributing useful information in the shape of bulletins and otherwise, and by any other means that may seem desirable.

Newcomers from the Old Land will find it to their advantage to join an Association such as this for various reasons, the main one being that they will thereby meet their fellow-gardeners, learn how things are done in Canada, what crops to grow, and how to grow them.

At a meeting of the Colonial Section of the Royal Society of Arts on Tuesday a paper on "Imperial Colonial Development" was read by Mr. C. Reginald Enock. Among the points which were emphasised in the paper were the following: "That the future prosperity of Great Britain lies in Imperial unity with her Colonies; that this unity must take the form of a Commonwealth; and that the remedy for the unemployment in Great Britain is to be found in an organised use and wider possession of the Imperial Colonial lands and their vast resources."

AN EXHIBIT OF VEGETABLES GROWN IN ONTARIO.

OPPORTUNITIES FOR YOUNG WOMEN IN CANADA.

The Work of the Salvation Army.

"We are well pleased with the settlers you have sent out. Send us more, and send us some English and Scotch lasses," said Sir Wilfrid Laurier in a message to the Salvation Army Emigration Agency a year or two back. That successful organisation has been following the Canadian Premier's advice with great heartiness, as is proved by the fact that during the past five years 50,000 British emigrants have been settled in Canada under their auspices.

Nor has the latter part of Sir Wilfrid Laurier's message been overlooked. Domestic servants and young women skilled in factory and workshop occupations have been sent out in hundreds to Eastern Canada, and the Salvation Army has so perfected the organisation for dealing with this important branch of emigration that the present year is expected to prove a record one as regards the number of girls sent out. Colonel David Lamb, the Superintendent of the Army's emigration work, is in a position to guarantee employment to all suitable girls before they leave England, and in many cases to grant assisted passages; while in Toronto special offices and a hostel have been provided for the reception and settlement of these women emigrants.

A good number of young women will be included in the Salvation Army first conducted party for 1910, sailing from Liverpool on February 25 in the *Empress of Britain*. Other conducted parties will be arranged for almost every week during the spring and summer.

The following extracts from a letter just received from a young woman who went to Canada two months ago gives a good idea of the favourable impression which the free and happy life of a Canadian city makes upon the girl from England. It should be mentioned that this young woman's wages as a dressmaker in London were 8s a week; her commencing wages in Toronto were $7 (£1 9s. a week, with tea and supper, and an extra dollar each evening she worked overtime!

DINNER-TIME DURING HARVESTING.

"I will never regret coming to Canada," she writes. "This is the place for money. I have made heaps of friends already, and one good lady, taking pity on poor little me in lodgings, invited me to her home for Christmas. What a jolly time we had; I wasn't a bit homesick! I am getting so stout with good living that I have had to alter the buttons on my coat. It is 10 deg. below zero to-day, but I love the dry, bracing air; we do not have that damp, hazy, muddy weather you are getting in England, I daresay. I slide all the way to business. Everybody here wears rubbers, so of course I got a pair too. They cost 75 cents, and they are worth it. The Canadians know how to look after themselves. And what a country for fun! I have learnt to skate . . . . and had ever so many drives in Mr. P.'s cutter, with the bells ringing and jingling so sweetly as we glide over the frozen roads. Nothing could induce me to work in England again, but I am saving my dollars to come and spend a holiday with you some day."

❖❖

CANADA'S NEED FOR DOMESTIC SERVANTS

Captain James Thompson, a special commissioner now visiting England on behalf of the Government of Ontario, says that at the present season of the year Canada offers exceptional opportunities to domestic servants. Girls with good references, he says, who will go out to Ontario, will be guaranteed situations on arrival by the Government. They will be offered suitable positions at wages ranging from £2 to £5 per month. A girl who can cook well and do general housework could make as much as £5 per month, he stated.

From other sources the information comes to hand that everywhere domestic servants are in demand. The wages of the female domestic vary from 30s. to £3 per month. As female domestics are in request throughout the whole year, they can safely go out at any time, but as the situations they secure may be some distance inland they should be provided with sufficient money to cover the cost of travelling. This is putting the pay at rather too low a figure. In the West employers willingly pay $4.00 to $5.00 (16s. to 20s.) a week for efficient household help, and are glad to get it at that. Copies of a booklet, in which their opportunities are described, entitled "Canada, Labour, Liberty, and Living Wage," may be obtained from the Grand Trunk Railway System, 17-19, Cockspur Street, London, S.W., or at any of its European offices in Liverpool, Glasgow, Antwerp, Birmingham, Belfast, Sheffield, etc., etc.

❖❖

AN ENGLISHMAN'S SUCCESS IN CANADA.

It has, and with reason, become the proper thing to speak of Canada as "the land of opportunity," but the fact cannot be too strongly insisted on that opportunity in Canada often visits the newcomer in the most unexpected and unlikely disguises. The experience alike of the thousands of successful immigrants, and the far less numerous class of failures, points to the necessity of a willingness to do anything in the way of work that presents itself.

No more typical case could be found than that of Mr. Robert Johnson, of the Swan River district of Manitoba, who during a visit to London, was interviewed by a representative of *Canada*.

Mr. Johnson worked a farm in Denton, Norfolk, for sixteen years, until he could farm there no longer for lack of means. He made up his mind that he would have to either remain in England as a labourer or go to Canada, and naturally decided to go to Canada. Thirty years ago he arrived in Toronto with his wife and nine children, and barely sufficient capital to keep the large family for two weeks. This was the day of the old horse tramcar, and Mr. Johnson's first job was in the car stables looking after sick horses. Unfortunately, however, it was not long before this work was gone owing to an accident that involved hospital treatment. Undaunted by this reverse, he went out into the country for a month's harvesting, after which nearly a year was spent in railway construction work between Toronto and Ottawa.

When this work was completed he went to Medoc, Ontario, where he was employed on a thoroughbred cattle farm at $50 a month, with house and fuel supplied. Mr. Johnson at this time also took over a farm of 50 acres for his son to work, and in its third year made $1,000 by growing roots and other crops which were not being raised by other farmers in the district. It was not long before a second and third farms, were added to the first, one of 50 and another of 100 acres, while, with his son, the enterprising settler contracted for all the teaming of the North Hastings Lumber Co., which also manufactured cheese boxes. After two years this concern failed, and Mr. Johnson took over the cheese box factory, which turned out between 160 and 170 thousand boxes a year. The venture, while by no means a failure, did not bring in very large returns, and Mr. Johnson followed his family, who had by this time moved to the Swan River District in Manitoba. He took a homestead and bought railway land on time at $2½ an acre.

Since then he has been able to give a quarter section of land to one of his daughters, and to derive an extremely comfortable profit from his remaining acreage, enjoying a vastly better position than he could ever have hoped to reach under ordinary conditions in Great Britain.

Photo by] SUCCESS IN THE WEST: A PRAIRIE FARMER'S HOMESTEAD. [*E. C. Blair.*

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

The Hon. T. W. Paterson, the recently appointed Lieutenant-Governor of British Columbia, and Mrs. Paterson have taken up their residence at Government House, Victoria. The Hon. J. and Mrs. Dunsmuir are removing to Hatley Park, their new residence, near Esquimalt.

* *

The Hon. A. Turgeon, president of the Legislative Council of Quebec, the Hon. E. B. Garneau and Judge Carrier are visiting the West Indies.

* *

Senator William Roche, accompanied by Mrs. Roche and their son, are at present in England.

* *

Mr. P. S. G. Mackenzie, the member in the Quebec Legislative Assembly for the county of Richmond, has been sworn in as Provincial Treasurer to take the portfolio which was relinquished by the Hon. W. A. Weir when he was appointed Judge of the Superior Court. Mr. Mackenzie was born at Cumberland House in the Hudson Bay Territory on December 19, 1862. He was admitted to the Bar in 1884, after brilliant studies at St. Francis College and at McGill University. Elected for Richmond in 1900, he was returned by acclamation in 1904 and again in 1908.

* *

The Hon. Alexandre Chauveau has tendered his resignation as judge of sessions. He will be replaced by the Hon. Charles Langelier, sheriff of the district of Quebec.

* *

Miss Muriel Foster re-appeared at the Queen's Hall concert a short time ago with three new songs from an uncompleted cycle by Sir Edward Elgar. The words of these are by Sir Gilbert Parker and the titles are: "Was it Some Golden Star," "Oh, Soft was the Song," and "Twilight."

* *

Among those who have been nominated for membership in the Canada Club are Messrs. Hugh Allan, Harry Waddy, and John Coates.

* *

Sir Robert Harvey is reported to have had rather a strenuous time in the New Brunswick woods. He had a successful three weeks in the Miramichi district, shooting a moose with a spread of forty-nine inches. Freshets washing away bridges and flooding roads made the return journey one of considerable difficulty.

* *

Mr. G. Lyon, of Messrs. Baring Bros., London, is a guest at the Chateau de Frontenac, Quebec. Mr. Lyon is visiting Canada with a view to investing English capital in Canadian securities.

* *

Professor W. L. Grant, Beit Lecturer in Colonial History at Oxford University since 1906, has accepted the recently endowed Chair of Colonial History at Queen's University, Kingston.

* *

Among last week's arrivals on the *Lusitania* were Sir Frederick and Lady Macmillan, Mr. and Mrs. N. Langmuir, and Mr. S. C. Norsworthy.

* *

Among the arrivals at Liverpool on the *Tunisian* last Monday from St. John and Halifax were the Hon. Chas. Devlin, Minister of Colonisation, Mines, and Fisheries for the Province of Quebec, Lord Newtown-Butler, and Messrs. Wm. Agnew, Colin J. Kemp, and H. Raymond Yates, of Montreal.

* *

Mr. A. Buchanan, of Montreal, is now visiting Paris.

* *

Mr. Joseph Clarke, of the *Toronto Star*, who has been visiting England as special correspondent during the election, has returned to Toronto.

Mr. F. A. Acland, the Deputy Minister of Labour for Canada, is one of the many journalists who have won a Government appointment in Canada. He was born in Somerset, England, in 1861. After some journalistic experience, chiefly in Brighton, Mr. Acland went to Canada in 1883 and spent several years in newspaper work in different cities of the Dominion and the United States. In 1890, he became assistant editor of the *Toronto Globe*, retaining that position until 1902 when he went to London as representative in Great Britain of the Book-Lover's Library—a United States venture. On the sale of the English business of that corporation, Mr. Acland returned to Canada, rejoining the editorial staff of the *Globe* in 1904, and visiting Western Canada in 1906 as Special Commisioner of the *Globe*. In the following year he was appointed secretary of the then newly-formed Department of Labour, and on the elevation in September, 1908, of the Hon. W. L. Mackenzie King from the office of Deputy Minister of Labour to the Cabinet as Minister of Labour, Mr. Acland was appointed to the vacant position.

MR. F. A. ACLAND
Deputy Minister of Labour.

* *

After twenty-six years of service as pastor, the Rev. James Barclay, D.D., has resigned from St. Paul's Presbyterian Church, Montreal. Dr. Barclay attained a reputation as a scholar and a speaker in Scotland prior to his accepting a call to the leading Presbyterian Church in Montreal. He has been president of the Trafalgar Institute, Montreal, since its opening; he is a trustee of Queen's University, Kingston; a fellow of McGill University, a life governor of the Montreal General Hospital, a governor of the Protestant Hospital for the Insane; besides having been active in the work of the Montreal School Commission.

* *

Mrs. H. B. Ames, Montreal, has sailed on her way to Port Said to join her husband, who is now recovering from an attack of typhoid, which seized him while travelling in the East.

* *

The Hon. Robt. Rogers and family leave Winnipeg this month for England, en route for the Mediterranean.

Mr. and Mrs. R. B Mackedie, of Vancouver, are on a two month visit to England

* *

At the inaugural meeting of the Hamilton City Council gold pendants were presented by the Mayor on behalf of the city to Sergeant Major Huggins, Staff Sergeant Mitchell, and Colour-Sergeant Freeborn, the Hamilton members of the 1909 Bisley Team.

* *

A marriage has been arranged, and will take place early in February, between Ernest Gardner, of Spencers, Maidenhead, member of Parliament for East Berks, and Amy Inglis, youngest daughter of Lieut-Gen. Laurie, C.B., of 47, Porchester Terrace, London, and Oakfield, N.S.

* *

The engagement is announced of Miss Gwendoline Brenton, eldest daughter of the late Rev. C. J. Brenton and Mrs. Brenton, to Mr. Henry Macauley Arnaud, of Vancouver, second son of Mr. and Mrs. E. de Barbason Arnaud, of 7, Woodland Road, Tyndall Park, Bristol, England. The marriage will take place early next summer.

* *

The marriage of Miss Elizabeth Grace Sankey, daughter of the late Major Villiers Sankey, and Mr. Hugh L. Hoyles, took place on Tuesday afternoon in St. Thomas Church, Toronto, the Rev. Canon Cayley officiating, assisted by the Rector, the Rev. C. Ensor Sharpe, the assistant, Mr. Mockridge, and the Rev. Dr. Miller, of Bishop Ridley College, St. Catharines.

* *

The wedding of Miss Mabel Hodgson, the only daughter of Mr. and Mrs. T. E. Hodgson, and Mr. Douglas Gurd, B.Sc., son of Dr. and Mrs. D. F. Gurd—the second wedding in Dr. Gurd's family within the week—took place recently in Montreal.

* *

The marriage of Miss Beatrice Phillips, daughter of Mr. and Mrs. Frank Phillips, Queen's Park, Toronto, and Mr. Lawrence S. Harris, son of Mrs. T. M. Harris, St. George Street, took place a short time ago.

* *

The marriage of Miss Margaret Haney, second daughter of Mr. and Mrs. Haney, of Cliffden Hall, Rosedale, Toronto, and Dr. Alfred Howard Spohn, took place recently in the Church of St. Augustine.

* *

Col. and Mrs. J. T. Davidson, of Toronto, have sent out invitations to the marriage of their second daughter, Miss Helen Gordon Davidson, and Major Walter Home.

* *

By the recent death of "Françoise" (Miss Robertine Barry), after a very brief illness, Montreal loses one of her most gifted French-Canadian women of letters. "Françoise" was widely known by her pen-name in journalism. She conducted a magazine of a high literary order, "Le Journal de Françoise," for several years, and also wrote a book of sketches of country life and character, "Fleurs Champêtres." A play from her pen, "Une Meprise," was to be given at the Academy shortly. She was honoured by the French Government by being named "Officier d' Academie." Miss Barry officially represented Canadian women at the Exposition in Paris in 1900. Two years ago she gave up journalism to become inspector of industrial establishments.

* *

Mr. and Mrs. G. W Stephens, of Montreal, have arrived at the Hôtel Ritz, Paris.

* *

Mr. J. G. Colmer, C.M.G., leaves next week on the *Empress of Britain* for Canada.

* *

Miss Agnes Deans Cameron will deliver an illustrated lecture on "Canada's Farthest North" in the National Society's house, 19, Great St. Peter Street, Westminster, next Monday evening, February 7, at 7.30.

* *

The chief speaker at a meeting in the Kensington Town Hall on Thursday was Archdeacon Lloyd, Principal of Saskatoon Theological College, whose subject was "The Call from Canada."

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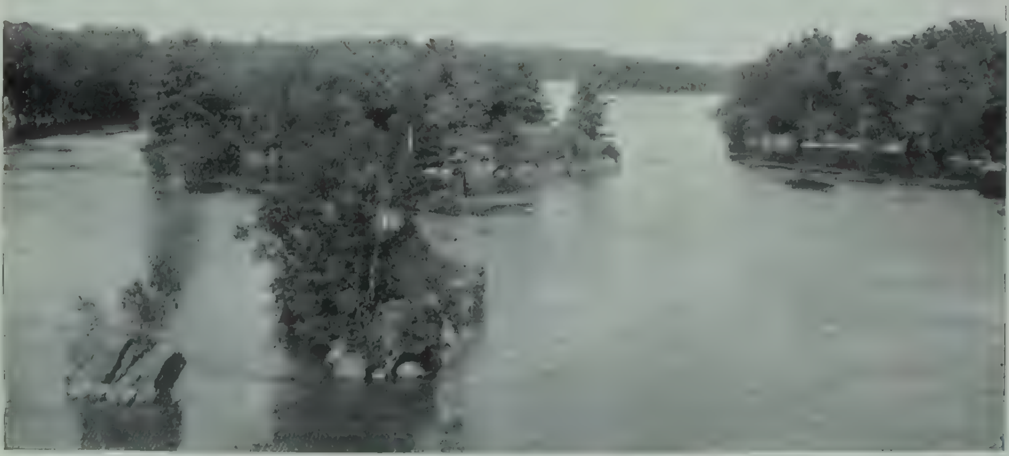

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OUR PRIZE WINNER'S TOUR: My Second Thousand Miles in Canada. III.

BY WILLIAM BLAYNAY.

FROM Winnipeg I went west to Portage la Prairie, fifty-six miles away. After running out of the C.P.R. station, the train passes through extensive railway yards, said to be among the largest in the world. The prairie between these two cities is as flat as the proverbial billiard table, and absolutely devoid of any of the undulations to be found in other parts of this vast plain. Fall ploughing and threshing were in full swing as far as the eye could see from the train. The soil is a black loam, apparently free from the stones and boulders which are found in many parts of the prairie.

The station immediately before reaching Portage la Prairie is named High Bluff. Naturally, I looked round everywhere for a "bluff" of the sort with which I was familiar, but on failing to find one asked for an explanation of the term as it is applied in Manitoba, and was told that it is used to denote a clump of trees, usually of the kind that a prosperous farmer of the bald prairie has planted round his house and buildings, partly to form a shelter from the cold winds of winter and partly for effect.

Portage la Prairie was once nothing more than a Hudson's Bay Company's trading post on the Assiniboine River, at the point where the portage between that river and Lake Manitoba commenced; but it is now a prosperous and growing city, whose people are unanimous in spending their money, their time, and their talents in behalf of its welfare. In place of the old trading-post with its accompanying fort, there is now a handsome, up-to-date, well-stocked Hudson's Bay store right in the centre of the main street. Many a new industry is also finding a home at Portage la Prairie, on account of its position as a distributing centre and its low rate of taxation, whilst eastern manufacturers are, for the same reason, finding it profitable to locate branch houses here.

There are, apparently, quite a number of Indians in the district, for it is almost impossible to take a walk through the town without seeing several of them, the men invariably with their hands in their pockets, and their squaws shuffling along either beside or behind them, bearing some burden or other, be it only a few small purchases made at one of the stores. Many of them drive into the town in buggies from considerable distances, and all are dressed in European or semi-European style, the women drawing a shawl over their heads instead of wearing a hat.

ONE OF THE BEST WHEAT-GROWING DISTRICTS.

For many miles after leaving Portage the C.P.R. track runs through the dead-level Portage Plains, renowned as one of the very best wheat-growing districts in the whole of Canada. Here I noticed, away on our "starboard bow," a long G.T.P. freight train on its way west for another load of grain. At Sidney, about half-way between Portage and Brandon, the contour of the country changes to pretty, undulating prairie, dotted all over with "Christmas trees," the undulations continuing more or less regularly until Brandon is reached. Carberry, twenty-seven miles from Brandon, is a small town of some importance. It will furnish a company of the 99th Manitoba Rifles, a new regiment of militia now being formed, and having its headquarters in the "Wheat City."

Whilst at Brandon my time was pretty well occupied in sightseeing, thanks to the kindness of Mr. James Kirkcaldy, Publicity Commissioner and Adjutant-elect of the new 99th Rifles. One of our first excursions took the form of a round visit to some of the city schools, including the Collegiate Institute. Brandon, and for matter of that all Canada, can most certainly boast of its systematic education and its well-appointed school buildings; but, in some measure, the whole school curriculum from beginning to end right through the Dominion, as far as I have seen it, seems to run in grooves and along lines more or less mechanically, thus tending to retard the development of any special gift, faculty, or individuality in the possession of a pupil. One might almost term it "education by machinery." The classics are left, as a general rule, all but severely alone in the high schools, attention being paid more particularly to those subjects which will eventually help to "buy beef," a form of education most admirable in itself, but not calculated to produce a nation with any distinction in literature or art.

THE INDIAN INDUSTRIAL SCHOOL.

On another day I was taken to see the Experimental Farm, the Indian Industrial School, and the Hospital for the Insane. November is rather an uninteresting time to visit an experimental farm in Western Canada; all the crops are gathered in, ploughing and digging are in active operation, and everything is being made snug for the long, severe winter. The Indian Industrial School is to a large extent a missionary institution carried on by the Methodists with the financial assistance of the Government. Children of both sexes are admitted; they come mainly from the shores of Lake Winnipeg, and in many cases are half-breeds with British names. They are taught the "three R's" in English, and, in addition, the boys do a good deal of farm-work on the school farm, and the girls practically all the cooking, washing, and sewing of the institution, which contains over 100 inmates.

Dr. Chalmers kindly took me over the Asylum, which is, at present, doing duty for the three prairie provinces, and is, consequently, taxed to its limits. The patients number over 600, and almost every civilised nationality has its representatives there. Each year about 30 per cent. are discharged as cured, temporarily or otherwise. In one corner of a long corridor were some fifteen or twenty Doukhobors, troubled more with religious fanaticism than with real madness. One of the rooms off this corridor was a billiard room; here a good game of pool was in progress, whilst many patients stood or sat round, taking a lively, sensible interest in the play. In another large room men were sitting about reading, smoking, and talking in the most rational way. Outside, gangs of men were at work on the land or in the gardens attached to the asylum, and in the women's quarters the same comfortable, do-as-you-please sort of life prevailed—some were sewing, some reading, some chatting, some doing nothing at all. Humane treatment of the highest order, in all circumstances, is the keynote of the establishment.

Four miles out of Brandon, Mr. J. D. MacGregor has a stock farm. Thither I was kindly taken by his son, Mr. Alan MacGregor, in company with Mr. Kirkcaldy, to see his famous breed of Aberdeen-Angus cattle, than which there are no better in the whole of Canada, as is evidenced by the prizes they have won in competition with the best stocks in Ontario and the West.

SIGHTSEEING IN BRANDON.

Mr. Charles Whitehead was kind enough to show me over the General Hospital, of which he is the President, and where it would be almost a pleasure to be ill. Mr. Cyrus Eaton initiated me into the mysteries of American gas-making as exemplified by the plant which his firm has lately installed at Brandon. I had the honour of helping to eat the Mayor's goose and the Editor's duck, and thus became acquainted with home life and domestic affairs in the city, as well as with its public institutions and "outside" matters. Nothing of interest was omitted from the programme, which also included the new Armoury and Drill Hall, headquarters of the 12th Manitoba Dragoons (the "Buffaloes"); the Winter Fair Buildings, now being enlarged and extended; and the Summer Fair Buildings and Grounds, with its nucleus of a zoological collection, at present consisting of a few moose and some deer and buffaloes.

Brandon is built on the slope of the right bank of the valley of the Assiniboine, the channel of which now occupies very much narrower limits than was the case originally. The claims of the city as a manufacturing and distributing centre are upheld and acknowledged in the commercial world by the fact that within a given radius no other city of Western Canada has so many smaller towns and villages lying around it. It is well served by three railways, and a fourth (the G.T.P.) is expected there shortly. Nothing can prevent the "Wheat City," as it is popularly known, from growing and expanding in the future as it has done in the past. All civic affairs are zealously looked after and cared for by a strong, progressive municipal council. Long streets and avenues of beautiful villas run through the residential section of the city; many of these houses are the homes of retired farmers who came to the district a few years ago, and by growing wheat, even when it was selling at about half its present price, have made unto themselves a sufficient fortune to buy property in the city whereon to build modern, up-to-date houses, in which they now live, surrounded by every luxury and comfort.

A WELSHMAN WHO HAS "MADE GOOD."

From Brandon I went south to Souris, a town of about 2,000 people, twenty-four miles away, to pay a much anticipated visit to an old school chum who came into the district from North Wales, and purchased land there in the early days of the settlement of the celebrated Souris Plains. He is now the fortunate owner of three farms and a considerable quantity of stock, the sale of which would enable him to retire into comfortable private life, if he so desired, although he is still far too young to lead an inactive life. A heavy fall of snow and a cold snap, which, by the way, was 30 deg. below zero, brought out the sleighs for the first time this winter, whilst I was at Souris. The snow-clad prairie is everybody's road for sleighing; fences are a minor quantity, and short cuts are taken wherever possible, although, in course of time, when most of the snow has fallen, well worn tracks converge from the different farms towards the town.

The Souris River, running through the town, enjoys the distinction of being the only river of any size which flows from Canada into the United States and then back again into the Dominion, eventually joining the Assiniboine. McCullock's Flour Mill, the largest industry in Souris, is of much importance to the town and neighbourhood. Its capacity is about 500 barrels a day.

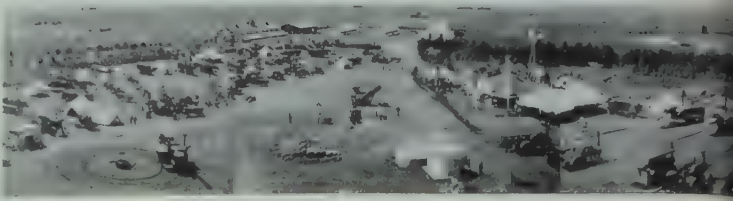
To join the C.P.R. main line for Regina I returned to Brandon, and from there again set out west. The line runs through the Assiniboine Valley for a few miles, after which the country on each side of the track is rolling prairie, some of it pretty well wooded with trees of small growth, principally poplar. Twenty-seven miles west of Brandon my second thousand miles terminated, somewhere between Griswold, famous as a Sioux Indian Reserve, and Oak Lake, where Brandon goes for its duck-shooting. Here, Mr. William Jennings Bryan, bi-metallist of the U.S.A. and aspirant for Presidential honours, some time ago spent a week at one of the shooting lodges and enjoyed excellent sport.

(Photographs illustrating Mr. Blaynay's tour are reproduced on our middle pages.)

It has been decided by the Geographic Board of Canada to re-name the highest point on Kaien Island, near Prince Rupert, Mount Hays, in honour of the president of the Grand Trunk Pacific Railway. Hitherto this peak has been known as Mount Oldfield. The name of the bay near Denise Arm of Morse Basin, east of Kaien Island, is to be spelled Kloiya instead of Cloyah. Parkins Cape is the name given to the cape at the west entrance to Quatsino Sound.

Our Prize Winner's Tour in Canada

ABERDEEN ANGUS BULLS OWNED BY MR. I. D. McGREGOR.



A PANORAMIC VIEW OF THE BRANDON

A COMFORTABLE RESIDENCE IN PORTAGE LA PRAIRIE.

THE INDIAN

A BIRD'S-EYE

ly Second Thousand Miles. Part III.

R, SHOWING THE MACHINERY EXHIBIT.

STEERS AND HEIFERS OF MR. McGREGOR'S ABERDEEN ANGUS HERD.

RANDON.

THE MANUFACTURING DISTRICT OF PORTAGE LA PRAIRIE

RANDON.

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ONTARIO PROVINCE.

Ottawa.—The first annual meeting of the Commission of Conservation of National Resources has been held here recently. Important papers were read by Dr. B. E. Fernow, Dean of the Faculty of Forestry, University of Toronto; the Hon. Jules Allard, Minister of Lands and Forests, Quebec; Dr. J. W. Robertson, C.M.G.; Dr. Eugene Haanel, Director of the Mines Branch of the Department of Mines, Ottawa; the Hon. Adam Beck, M.P.P.; Mr. Kelly Evans, Commissioner of the Ontario Game and Fisheries Commission; Chas. R. Coutlee, C.E., Engineer-in-charge, Georgian Bay Canal Survey; F. T. Congdon, M.P.; Dr. P. H. Bryce, Chief Medical Inspector, Department of Interior; Dr H. T. Güssow, Botonist, Central Experimental Farm, Ottawa; and Dr. C. Gordon Hewitt, Entomologist, Central Experimental Farm, Ottawa.

The by-election in Ottawa, caused by Sir Wilfrid Laurier's decision to sit for Quebec East, resulted in the election of Mr. Allard, the Liberal candidate, by 728 votes—a larger majority than the Premier had at the General Election.

——Mr. Hopewell, the Mayor, in delivering his inaugural address to the City Council of 1910, outlined a programme of civic works which he proposes should be undertaken during the year. Chief among these are joint action with the Dominion Government *re* plans of civic improvements; joint action with the Dominion Government in the erection of a statue to his Majesty; repaving and placing of wires underground on Sparks Street; extension of street railway to Ottawa South and Ottawa East; better market accommodation; erection of public lavatories.

— The Hon. W. J. Hanna, Provincial Secretary, will represent the Ontario Government at the opening of Ottawa's new Tuberculosis Hospital, which it has now been definitely decided will take place on February 15. The Governor-General will declare the hospital open.

- -According to a recent return, the total expenditure so far incurred in connection with the naval defence programme is $5,470 including $2.524 for salaries and $1.719 for travelling expenses.

Toronto.—In his Speech from the Throne at the opening of the Ontario Legislature, the Hon. J. M. Gibson, the Lieutenant-Governor, said that a Commission would be appointed to inquire into the legislation in other countries dealing with compensation for workmen's injuries. The Dominion Government would be asked to make an inquiry into the remarkable and continuous advance in the price of foodstuffs.

——The City Council has decided to apply for legislation for the expropriation of the Toronto Street Railway on the basis of market value.

——The total earnings of the Toronto Street Railway for the past year reached $3,903,257, of which amount the city received in percentages alone, without including the mileage and taxes, the sum of $507.827. When the mileage and taxes are added it will be found that the city received nearly $750,000 on last year's operations of the street railway.

——A Newfoundland Association, consisting of former residents of that colony, has been formed here.

——Indications are at present that Government House, King and Simcoe Streets, may soon pass into the hands of the Grand Trunk Railway, as the company already has obtained property all around the official residence of the Lieutenant-Governor.

——The County Judge has finally fixed the assessable values of Toronto at $267.932.164, which is $1,705,783 less than were the figures of the assessors.

——Last year 7,839 births, 3,905 marriages, and 5,188 deaths were recorded at the City Clerk's Office, as against 7,945 births, 3,413 marriages, and 4,629 deaths in 1908.

— During the Ontario hunting season just closed 3.923 deer were killed, against 4,387 last year. The moose killed were 242. Burk's Falls was the heaviest shipping point for the year.

Fort William.—The property known as the Marks block, corner of Syndicate and Victoria Avenues, is to be converted immediately into a hotel, and next summer a two-story addition with a 78-foot front is to be built on Syndicate Avenue.

— The license of the Marine Hotel is to be transferred to the new hostelry, which probably will be known as the Hotel Vandôme.

Port Arthur.—Mr. John Scott came in from Kawene, on the Canadian Northern, recently with ten wolf skins, collecting bounty of $15 on each. A short time ago Mr. Scott shot three others, so the bounty collected in the last month is nearly $200. Trappers report a large increase in the number of coyotes in the wooded districts of Western Ontario.

Porcupine—The Provincial Government, it is understood, has under consideration the establishment of the townsite of Porcupine in the Porcupine Lake district, the new gold mining district.

London. A scheme to make the Thames a navigable stream from the city to Spring Bank, a distance of five miles, and ultimately to establish a passenger boat service on the river, has been submitted to the City Council.

Brockville. The fire losses in Brockville during the past year amounted to only $7,233, considerably less than in 1908.

Barrie. Red Fox, the only son of the famous English racehorse Flying Fox on the American continent, is now the property of Messrs. Dyment, of Brookdale Farm.

Cochrane. - Mr. T. J. McManus has been elected the first mayor of this town

Cobourg.—Mr. Harry S. Black, of New York, formerly of this place, has offered a handsome fountain to the town of Cobourg in commemoration of his late brother, Mr. Wm. Black, a prominent citizen of Cobourg, who died last year. The Town Council have accepted Mr. Black's offer, and at their last meeting recommended that the fountain be placed in Victoria Park.

Tweed.—Tweed Council has been elected by acclamation as follows:—Reeve, Mr. P. J. Bowlby; Council, Messrs. J. W. Shaw, J. Quinn, T. S. Bath, and J. E. Johnston.

Elk Lake.—Great interest has been shown here in the first ore-shipment from Gowganda, consisting of nineteen teams, carrying thirty-six tons. The shipment left for the nearest railway point, Charlton, from Blackburn mines.

Petrolea.—Mr. Ed. Pollard has been elected to the Mayoralty for 1910 by acclamation.

QUEBEC PROVINCE.

Quebec.—Judgment has been given by Judge Tessier at New Carlisle against the Provincial Government in a licence case of interest to fishermen coming here to fish from the United States or from other Canadian provinces or England.

——At a meeting of the directors of the Quebec Land Company, the Hon. E. B. Garneau, the Hon. A. Turgeon (Quebec), the Hon. F. X. Dupuis, the Hon. T. Berthiaume, and Mr. L. A. Wilson (Montreal) were elected directors for 1910.

Montreal.—The fifty-first annual meeting of the Province of Quebec Fish and Game Association took place in the Windsor Hotel. The treasurer's report showed that sums amounting to $3,400 had been received during the year, putting the association in a prosperous condition. Subscriptions, fines, and Government grants amounted to $2,086, disbursements aggregating $2.426. The Government subsidy will be increased from $800 to $1,300.

——Senator Casgrain is a candidate for the Mayoralty.

——From the city hospitals a decrease in the number of cases of typhoid fever is reported, and the medical superintendents express the opinion that the epidemic is most certainly drawing to its close.

Cowansville.—The annual meeting of the Eastern Townships Dairymen's Exchange has been held.

Knowlton.—The Molson's Bank has bought property here, and will build a branch in the spring.

NOVA SCOTIA.

(From Our Own Correspondent)

Halifax.

The suggestion has been made that the Citadel be acquired by the city and offered to the Canadian Pacific Railway for a hotel site as an added inducement for them to run into Halifax, and it may possibly be acted upon. If this could be carried out it would mean much for the city, as it is doubtful if a finer site could be secured anywhere for a hotel than the Citadel.

The citizens of Sydney have voted almost unanimously in favour of the establishment of rolling mills there. Construction of the buildings will, it is expected, start early in April, and the amount to be expended by the company will not be less than $550.000 while the amount to be expended during construction in wages will be in the vicinity of $150.000. The plant will employ about 500 men. The future of Sydney looks very bright, as, in addition to the establishment of rolling mills, extensions to the steel plant will give employment to a greater number of men than ever.

The Agricultural College at Truro.

The Agricultural College at Truro is crowded with students who are taking the short course of lectures. There are eighty students from Prince Edward Island, forty from New Brunswick, and over a hundred and fifty from Nova Scotia. These students listen to lectures and witness demonstrations conducted by the members of the College faculty, by representatives of the Dominion Department of Agriculture, of the Prince Edward Island Department of Agriculture, and of the New Brunswick Department of Agriculture, as well as by lectures from successful fruit growers, stock men, and general farmers, in the Maritime Provinces.

For many years past Parrsboro' has been noted for its shipments of lumber. Nearly a quarter of a century ago, however, the demand for deals caused a largely increased output, and it was believed by many that the end of the lumber industry, so far as that place was concerned, was in sight. The wasteful system of lumbering then in vogue gave some grounds for such a belief, but the recuperative powers of the Cumberland forests were not fully taken into consideration. Large shipments are still made every season, and lumber continues to be one of Parrsboro's leading exports.

The shipments of deals and battens to the United Kingdom during the season just ended totalled 33,796,746 feet, valued at $465,436; while the export of spruce and hemlock boards, scantlings and laths to the United States footed up 10,098,061 feet, valued at $127.862 There were also exported 62,715 pieces of spruce piling, valued at $91,448.

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NEW BRUNSWICK.

(From Our Own Correspondent.)

St .John.

The Provincial Government will be asked to grant ten thousand dollars to next year's Dominion Fair in this city.

A delegation from the N.B. Guides Association waited upon Surveyor-General Grimmer, and urged him to consider the advisability of introducing the American elk or wapiti into the woods of New Brunswick. Mr. David Pringle, a former New Brunswick guide, who now has charge of a large game preserve on an island in Lake Superior, accompanied the delegation. He explained that elk flourished on this preserve, and, as climatic and other conditions are quite similar to those of New Brunswick, he had no doubt that this noble class of game would do well here. He thought the owners of some western parks might be willing to exchange a number of elk for moose, and that the cost of shipment would not be great. The Surveyor-General promised to give the matter consideration.

News of the Province.

The annual meeting of the Union of Municipalities of New Brunswick will open at Campbellton on February 16, while February 23 and 24 have been named as the dates for the annual convention of the Canadian Forestry Association, to be held in Fredericton. It is expected that prominent lumbermen and forestry experts from all over Canada will attend the convention.

The Grand Trunk Pacific contractors have closed down operations on the Chipman to Moncton section for the season, owing to the severe weather. A large number of men connected with the work have returned to Moncton. The estimates for the work finished along the line in New Brunswick during the month of December last have just been made up, and the total expenditure on six contracts is shown to be $252,233.

The discovery of natural gas in large quantities at McLatchy's, Albert County, about twelve miles down the Petitcodiac River from Moncton, is attracting much attention there. During the past two or three years many wells have been sunk by the New Brunswick Petroleum Company, the majority on the Westmorland County side, and some oil was obtained This company, however, was obliged to suspend operations owing to shortage of funds. Negotiations were opened with English experts and capitalists, and a new company formed. The third well sunk under the new management struck natural gas, and a flow of 300,000 cubic feet per day was registered. Another well, No. 5, has since come in, with a daily flow of a million feet. It is proposed to pipe the gas to Moncton for general use.

PRINCE EDWARD ISLAND.

Charlottetown.—The past year has been a record one in the history of civic finance. The surplus was $1,026, although expenditures in many departments were materially increased. The total revenue was $103.510. The city debt. which is now $703.000, was reduced last year by $11,500. Two and a quarter miles of permanent sidewalks were laid last year, in addition to street macadamising. The sum of $2.000 per year has been saved by the introduction of permanent streets and walks.

——The coal-boring operations in Prince Edward Island, which have been in progress nearly two years, have been concluded. The work has not brought the results which were so earnestly hoped for.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

The Manitoba Government has decided to give $10,000 to the Salvation Army to assist in bringing out large numbers of domestic servants from the Old Country this spring.

Commissioner Coombs, leader of the Salvation Army in Canada, who is engaged in an evangelistic tour in Canada, a short time ago addressed, in the Dominion Theatre, an audience which filled the building to its utmost capacity, on "Canada in the Making." Mr. Sanford Evans, the Mayor, presided, and the vote of thanks to the speaker was moved by Mr. Wm. Whyte, Vice-President of the Canadian Pacific Railway, and seconded by the Hon. T. Mayne Daly. The latter characterised the address of the Commissioner as the most inspiring ever delivered on this theme on a Canadian platform.

According to the registration of births and deaths in the city clerk's office, during 1909, there were 1,561 deaths in the year, and 3.898 births. The death rate per thousand of population, taking the population of Winnipeg as 12,353, the latest estimate submitted by the city assessor, is 1.27 for 1909, as against 1.21 for 1908. The birth rate per thousand population is 31.8, as against 31.6.

The City Comptroller has announced that the debenture indebtedness of Winnipeg is $18,600,000.

The estimated receipts are a grant of two and a half millions from the Dominion Government, and a million and a quarter from Winnipeg, the exhibition corporation and the railways, and the same amount from the gate receipts. To this is added $3,260,000 from British and foreign sources, bringing the total to $8,260,000.

The office of the *Winnipeg Tribune* has been destroyed by fire, and as a result the *Free Press* and *Telegram*, in order that the paper might be produced as usual, lent their machinery. The loss will be about $10,000.

The Winnipeg Taxicab Company has applied to the Manitoba Government for incorporation.

A review of Anglican church work in the diocese of Rupert's Land, for the year 1909, shows that considerable progress has resulted from the strenuous efforts put forward in the various branches of evangelical work. Within the limits of the city of Winnipeg and suburbs, services of the church are now held at twenty-two points, but owing to the rapid growth of the city two more churches at least are deemed necessary. New churches have been built at New Desford, Robinson's Spur, Durban, Rosebank, St. Matthew's (Winnipeg), and Clandeboye Bay. Addition has been made to the church at Binscarth, and St. George's, Brandon, has also been enlarged, while Christ Church, Belmont, has been nearly doubled in size.

The Legislature has been summoned to meet on February 24. The Hon. R. P. Roblin who had a severe attack of muscular rheumatism, which caused fainting spells recently, is now in a sanitorium at Mount Clemens, Mich., U.S.A.

The Canadian Bank of Commerce has purchased property north and south of its present building, and plans are being prepared for a new structure on the site, which will have a frontage of 105ft. The Trust and Loan Company of Canada has purchased for $35,000 the property adjoining the Dominion Theatre, Portage Avenue East, and will erect a handsome office building thereon.

News of the Province.

The total amount represented in civic improvements carried out in Brandon during 1909, taking into consideration the completion and total cost of First Street bridge, was nearly $160,000. The construction of the trunk sewer along Pacific and Rosser Avenues from First to Twenty-Fourth Streets, was one of the greatest undertakings of the year. Another piece of work of a somewhat extensive nature was the construction of the duplicate main.

As a result of the negotiations between the representatives of Brandon and the officials of the Canadian Northern Railway, the railway company have agreed to add two more stories to the plans for their hotel in that city, and to make the building one of not less than a hundred rooms. The concessions given by the city include the closing of Lorne Avenue and exemption from taxes for a period of twenty years.

The National Transcontinental Railway is now connected by a telegraph line between St. Boniface and Superior Junction.

The concrete work on the piers of the bridge to connect Winnipeg and St. Boniface is being pushed rapidly, and the piers will soon be ready to receive the superstructure.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

An old landmark is disappearing at Indian Head by the tearing down of an old frame residence at the corner of Buxton and Woodward Streets. This was the first frame building in the town, and was used as a store by the late Mr. Crawford, who built it in 1882. It was removed to its present site in '83. The Church of England owns the property on which it stands, so that the building will probably be replaced at an early date by a new church.

Saskatchewan's first local option hotel has been duly opened. Lumsden, having been the first local option town, has now backed up its convictions in practical form. This splendid new three-story structure is built and equipped on modern principles at a cost of $25,000.

An important meeting of the Board of Trade has been held at Kindersley, as a result of which it was decided to ask the Government to establish an experimental farm there, so that the soil, which is particularly rich, can be cultivated to the best advantage.

As a result of the amalgamation of the interests of two local milling and elevator companies, the Saskatoon Milling and Elevator Co. and the Wilson Leslie Co. of this city, Saskatoon is to have a large new flour mill. The building will be erected on Seventeenth Street East, and besides the mill proper there will be a big elevator in connection. The company has already a long line of elevators, which will be extensively added to.

A half section of improved farm land in the Kamsack district was sold recently for $25 an acre. This is the highest price ever paid for land in this district.

An immense coal deposit has been discovered in township 12, range 24, 32 miles south-west of Regina. The land is filed on, and a big development scheme is in progress of formation.

Work on the transfer of the new Saskatoon land registration district is nearly completd, and a land titles office for the new district was opened at Saskatoon on Monday, January 17. The

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new land registration district has been created out of three of the existing registration districts Regina, Prince Albert, and Battleford.

A total of 543 homesteads were entered for at the Moose Jaw land office during the month of December last, the said entries representing 1,096 quarter sections. The grand total of entries for the whole of 1909 is 18,536. This totally eclipses the previous year's record of 14,728. On January 11 eight townships were thrown open, and next month a number of others will be available.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton.

Contrary to the expectations of the past few weeks, the coming Session of the Legislature promises to be a lengthy one, with a large amount of business, both of a public and private nature. The four Ministers have each a number of bills which they wish to have passed, and these will occupy considerable time.

The Provincial Government has decided to appeal against the decision, given recently, that the C.P.R. is exempt from certain taxes in the Province. The case will come before the Judicial Committee of the Privy Council.

Ten thousand acres of C.P.R. lands ninety miles west of Calgary and ten miles from the main line, were recently purchased by Mr. Jake Berger, an Alaskan millionaire, and Mr. S. W. Grandaker, proprietor of the National Silver Mines at Nevada. Spot cash was paid for the property, the price being $121 per acre.

An effort is being made to have the Roman Catholic Bishop's headquarters at St. Elbert removed to this city. Although nothing definite has been decided upon by the authorities it is expected that a decision will be reached to make the move to the city next summer.

During the month of December the passengers carried by the Edmonton Street Railway numbered 249,543, and the receipts were about $10,000. The second highest total was in October, when the total figure reached was 242,660. In November there was a slight falling-off, owing to the period of excessively cold weather, the total being 230,298.

Increased Assessments in Calgary.

Calgary ratepayers are objecting to the assessments on their property just imposed by the City Assessor and his assistants. Because of the rapid increase of values of inside property during the last few years it has generally been regarded that such property has been assessed too low. Twenty-five per cent. and more has been added to many of these inside lots. Lots on Eighth Avenue between First Street East and First Street West have been assessed at $30,000 each. Not only on Eighth Avenue, but on Eleventh, Ninth, and Sixth and around the mounted police barracks and the residence section north of Seventh Avenue and west of Centre Street, the Assessor has largely increased the valuations. The total valuation of the city property has been raised to more than $10,000,000, or 50 per cent. over last year.

The following are some of the marks of progress in Calgary for the year:—Building returns amounted to $2,904,542, an increase of $1,900,022 over the previous year; Customs returns totalled $624,804, an increase of about $20,000; bank clearings totalled $94,754,389, an increase of $33,939,161. The increase in the telephone services installed in the city during the year amounts to 50 per cent., there being now in the neighbourhood of 2,250 services. Sixteen banks are located here now, and another one has secured premises, an increase of four in the year. In the wholesale section a marked increase is noticed in the enlargement of warehouses and new warehouses caused by the expansion of business. There are over 550 commercial travellers travelling out of Calgary.

A fourth daily paper is promised for Calgary, and it is expected that the first issue will appear March 1. Between $35,000 and $50,000 have been mentioned as having been subscribed for the purpose of installing the plant.

The railway bridge just built at Lethbridge over the Belly River is said to be the largest engineering enterprise of its kind ever attempted in Canada. The total weight of the viaduct is estimated to be 12,000 tons. For the purpose of painting the bridge 200 barrels of paint were required, and more than 1,000 cars of steel, cement, and other materials were used in the construction. The cost of erection was over £400,000.

New National Parks

The improvement of Jasper Park, in the Yellowhead Pass, will be undertaken by the Dominion Government under the direction of Howard Douglas, as soon as the Grand Trunk Pacific has completed its line west of Edmonton into the park, which will be equally as fine as that which now exists at Banff. The Government is also preparing to open a new park just south of Pincher Creek on the Alberta boundary, to be known as the Kootenay Lakes Park.

In the irrigated lands of Southern Alberta alfalfa is being fostered and developed. This crop returns to the farmer even greater profit than wheat. Figuring on a basis of three crops a year at two tons to the acre, means that one acre cropped with alfalfa brings in about $90. The land sells for $50 an acre.

BRITISH COLUMBIA.

Victoria. Mr. A. J. Morley has been elected Mayor, after a most exciting campaign. All the old Councillors who ran as Aldermen were elected.

—The Provincial Legislature has been formally opened. The Speech from the Throne forecasted the railway policy to be carried on by the Government, and the legislation guaranteeing the bonds of the Canadian Northern projected lines through British Columbia. The chief other point indicated was the change in the tenure of timber licences. Instead of merely being renewable for twenty-one years, these will be made renewable in perpetuity, and taxations were also promised, as was the adjustment of the Province's rights in the fisheries, Indian reserves, and the water privilege in the Dominion railway belt. Mr. D. M. Eberts was elected Speaker

——British Columbia during December sent exports of all kinds to Seattle to the value of $192,525, which included $97,110 worth of merchandise; 7,066 boxes of salt fish, worth $52,207, and 4,376 tons of coal worth $21,760. Exports from England via this port totalled $44,460, made up of cement, firebrick, and pig iron. The Province imported from Seattle during the same month goods amounting to $226,954, of which merchandise amounte dto $149,718, and meats $24,788.

——Since the beginning of the New Year over $100,000 worth of property on Douglas Street has changed hands.

——The property known as the Badminton Club Estate, situated on Gordon Street, with frontages also on Broughton and Humboldt Street's is reported to have been sold by the owner, Senator Macdonald, to a local syndicate for the sum of $75,000. A portion of the property fronting on Humboldt Street sold for $50,000.

——About 1,500 new trees were planted on boulevards and about 300 in the different parks of the city by the Parks Board; eight and a quarter miles of new boulevards were laid during the year. The total cost of the new nursery to date has been about $2,000, and the stock on hand is worth about $3,000.

——In a recent issue of the *British Columbia Gazette* the following appeared:—"In future the survey fee for all lands surveyed by the Government of British Columbia on the mainland and Vancouver Island will be at the rate of 25 cents per acre. On Queen Charlotte Islands the survey fee will be charged at the rate of 50 cents. per acre."

——The Pemberton Chapel, which has been built by Mrs. J. D. Pemberton, to form an adjunct to the Royal Jubilee Hospital, has been dedicated.

Vancouver.—Mr. L. D. Taylor, Editor of *The World*, has been elected Mayor by a large majority.

——The Inland Revenue returns for December last were $37,047, compared with $29,964 in December, 1908, an increase of $7,083. The assessment roll shows an aggregate return of $106,572,475, as against $72,581,321 at the close of 1908. This represents an increase of valuation of nearly 50 per cent. The valuation on land is raised from the 1909 figure of $48,171,565 to $76,927,720, or nearly 60 per cent. The advance is uniform over all parts of the city, but the proportionate increase is greatest in the outlying districts where development has been rapid during the last few years. On improvements the 1909 figure has been advanced from $24,409,756 to $29,644,755, an increase of nearly 25 per cent. For taxation purposes a rebate of 75 per cent. of this valuation has been granted for the last few years, and an energetic campaign for the abolition of all taxation on improvements is already being waged in connection with the Council work of 1910.

——At least ten miles of car lines will be constructed in South Vancouver and Point Grey municipalities by the British Columbia Electric Railway Company within the next five years.

—The Board of Trade, at its monthly meeting has unanimously endorsed a suggestion that Sir Wilfrid Laurier should be urged to visit the West after the House rises, and that the Board of Trade should render him a complimentary banquet.

——The Traders' Bank of Canada has opened a branch at the corner of Homer and Hastings Streets.

—Three thousand tons of Alberta oats have been contracted for shipment to the Philippines via Vancouver, and the movement of this grain westward to this port has already commenced. Shortage of oats in the Philippines is said to have prompted the placing of a rush order for the Alberta product by the United States Government.

Nelson. Mr. Harold Selous has been re-elected mayor of this town.

—The Dominion Trust block, the biggest building in this city, has been bought for $140,000 by a syndicate of local capitalists. The building was erected some two years ago at a cost of about $80,000.

Nanaimo.—Municipal elections here resulted in the election of Mr. A. E. Planta as Mayor.

Grand Forks. During 1909 buildings to the value of $101,000 were erected at Grand Forks. The city's assessment is now $1,112,000, with an additional $900,000 for school purposes.

Ashcroft. The "Ashcroft Fort George Business League" has been formally organised to promote the interests of the passenger and freight traffic using Ashcroft as the gateway of the newly opened sections of the interior of Northern British Columbia.

NOVA SCOTIA IN 1909: A YEAR OF PROSPERITY.

NOVA SCOTIA closes the year of 1909 with a great record of industrial progress and commercial achievement. It has shaken off the effect of the world-wide depression which affected its major industries, and has more than fulfilled the anticipations held at the outset. With the single exception of coal mining, which has been retarded by unsettling labour troubles in Cape Breton and Springhill, every industry and every branch of commercial life has made substantial progress. The estimated returns for 1909 were :—

Coal	$14,200,000
Coke	2,000,000
Gold	250,000
Gypsum, limestone, and other materials	750,000
Stone and building materials	350,000
Pig iron	1,100,000
Steel	4,250,000
Steel rails, rods, etc.	9,500,000
Fisheries	8,000,000
Manufactures, ships, and freights	40,000,000
Products of the farm	29,000,000
Products of the forest	5,000,000
Total	$114,400,000

Agriculture has had by far the greatest year in the history of the Province. Crops have been large and prices have reached the high-water mark. The following table shows the value of the crop yield and of live stock in the Province during the year :—

Crop.	Acreage.	Yield per Acre.	Total Yield.	Value.
Hay	640,000	1.5	960,000	$11,520,000
		Bus.		
Oats	138,000	30	4,140,000	2,070,000
Wheat	20,600	20	412,000	515,000
Barley	10,600	23	243,800	148,270
Buckwheat	18,000	26	468,000	234,000
Beans	3,100	20	62,000	124,000
Peas	1,500	24	36,000	3,640,000
Potatoes	45,500	200	9,100,000	366,000
Turnips, mangels, carrots	20,000	515	10,300,000	1,030,000
		Tons.		
Forage crops and fodder corn	33,000	11	36,300	90,780
Apples for home and foreign consumption, 725,000 brls.				1,550,000
Small fruit and vegetables				1,000,000
Total				$22,288,000
Live stock products (50 per cent., total value $13,000,000)				5,500,000
Grand total				$28,788,000

Fishermen had an exceedingly good year. Bank catches were large, relatively speaking, and prices were higher. The lobster fishery suffered somewhat from the effects of the previous year's depression and the inflated prices of 1908, but the industry is now established on a firm foundation. The value of the lobster fishery in 1909 was about $2,200,000. The quantity of canned lobsters exported, 140,000 cases or 6,720,000 lb., is about 30 per cent. less than that of 1908, and of live lobsters, 34,000 crates or 600,000 lb., about 20 per cent. greater than for 1908. Combining these methods of handling, the total catch is about 25 per cent. below that of 1908. Prospects for the coming season are good.

The total catch of the fishing fleet of Lunenburg county, according to Customs Office records, is 165,320 quintals of cod. In the spring months the prices for codfish ranged from $3.80 to $4. In the winter months they were $4 to $4.75. In 1909 the prices were about a dollar lower all round. Only ninety vessels were engaged in the fishing industry. Twenty-seven of these belong to La Have, eleven to Mahone, and the remainder, fifty-two, to Lunenburg.

Lumber also recovered from the depression, and showed very large exports, the total value being about $5,000,000. The cut amounted to about 220 millions superficial feet of lumber, half of which went to Europe, principally Great Britain, and the remainder to the United States, South America, the West Indies, and the home market.

Mr. Alfred Dickie, writing in the *Morning Chronicle*, Halifax, gives the following as lumber exports from Nova Scotia in 1909 :—

Port.	Feet.
Halifax	40,000,000
Sherbrooke	4,687,282
Hants County	63,000,000
Pictou	5,283,721
Pugwash	21,633,275
Northport	3,500,000
River Hebert	4,500,000
Shulie	5,500,000
Lunenburg County	38,800,000
Shelburne	3,500,000
Annapolis	16,000,000
Digby County	30,000,000
Liverpool	15,000,000
Yarmouth and Tusket Wedge	13,000,000
Parrsboro	34,000,000
Total	298,404,278

In coal mining the strike in Cape Breton and Springhill had the effect of unsettling trade, with the result that the total shipments show a falling off of 830 tons, chiefly in the St. Lawrence market, a weakness which the American operators were quick to take advantage of. One of the msot serious factors confronting Nova Scotia coal operators is the invasion of the St. Lawrence market by American coal operators, who apparently are ready to dump coal there in the hope of ousting the Nova Scotia miners.

The following are the shipments by counties for the year :

County.	Name.	1908.	1909.	Increase.
Cape Breton.	Dom. Coal Co.	3,200,000	2,420,000	
	N. S. S. and C. Co.	644,000	786,000	142,000
	Other collieries	80,000	100,000	20,000
	Total	3,924,000	3,306,000	
Pictou.				
	Acadia	320,000	278,000	
	Drummond	244,000	255,000	11,000
	Other mines	35,000		
		599,000	533,000	
Cumberland.				
	Cumb. Ry. and Coal Co.	362,000	216,000	
	Mar. C. Ry. and P. Co.	50,000	90,000	40,000
	Other collieries	70,000	55,000	
		482,000	361,000	
Inverness Co.				
	Inv. Ry. and Coal Co.	256,000	231,000	
	Port Hood Co.	82,000	92,000	10,000
	Other mines	10,000		
		348,000	323,000	
	Total shipments 1908	[illegible]		
	Total shipments 1909	[illegible]		
	Decrease in 1909	130,000 tons.		

The production of gold for the year just ended was, in round figures, 12,500 ounces, which shows a slight increase over the production of the year 1908.

Manufacturing had a good year; all the plants were busy. Many expanded, and the output was largely increased. Extensive development plans are being made in all industrial centres for the new year. In Cape Breton alone it is estimated that $5,000,000 will be expended during 1910 in development work. Great development is taking place at Joggins Mines and Chignecto, and, in fact, all over the Province plans are under way for larger operations in 1910.

Financially, the year was the greatest Nova Scotia has ever enjoyed, and all its financial institutions report largely increased turnovers.

Business, on the whole, was excellent, and free from any very serious financial embarrassment. Failures for the year numbered 89, with a total liability of $506,000 and assets of $191,000.

FURS AND THEIR PRICES.

The value of furs varies greatly according to the animals whose pelts they were, and again in regard to the quality of the fur. Thus it was pointed out recently that a blue "underground" to a black fox skin greatly increased the price. A Winnipeg fur trader told a representative of the *Manitoba Free Press* that the skin of a black fox—a rare animal—which was heavily furred and had a deep, bluish-drab tint where the hair joined the hide, was worth $1,000.

"The silver foxes have only just a stripe down the back," continued the dealer, drawing his two fingers down the skin from neck to tail. "We handle about twenty, sometimes thirty, a year. But black foxes—we're lucky if we get one in the season. There were two other companies bidding against us for this one."

"There is no actual breed of black foxes. It is a theory among trappers that red foxes produce silver foxes, and silver foxes—occasionally—black foxes."

"What will you do with this skin?" the interviewer inquired.

"Oh, somebody will come along and buy it for making a neck ruff. Three skins like this would make a nice ruff."

A handsome bundle of marten skins was examined. These sell at from $20 to $35 each. There were also a pile of mink, a beautiful fisher, several varieties of lynx, and many red fox skins.

"What makes a good skin?" was asked.

"Well, there's a good deal in the guard hairs, quite a bit in the colour, and something in the texture—but, most of all, it's the underground. When the underground is blue, like that fox there, it doubles the value of any skin. Most skins have to be dyed; and when you get a dark underground you've only to dye the edges of the hairs."

CANADA'S GOVERNOR-GENERAL.

The *Morning Leader's* Montreal correspondent cables:—"The Privy Council met at Ottawa on Saturday, and among the matters discussed was the possibility of Lord Carrington being appointed the next Governor-General. The situation is extremely delicate, and the Canadian Government feels assured that nothing will be done by Mr. Asquith without full consultation with the Privy Council. The Government would gladly accept the Duke of Connaught or Lord Brassey."

It is announced that Canada will be well represented at the International Hunting Exhibition in Vienna. Specimens of all animals hunted in Canada, together with a complete collection of the weapons of the chase, will be on exhibition.

Trade and Business.

CANADA WILL SUPPLY A BILLION BUSHELS.

The Hon. Sidney Fisher, Canadian Minister of Agriculture, speaking before the Beacon Society in Boston recently, said that Canada had been wasting her natural resources, but had seen the folly of it, and now proposed to conserve them. He looked forward to the time ahead when the United States will have ceased, by reason of congestion of population, to be the food-producing nation that she is now, but he assured his hearers that though in ten years Canada's products of agriculture have increased from $160,000,000 to $563,000,000 she has yet but touched the fringe of her possibilities. The three Provinces in the North-West, he declared, can produce a billion bushels of wheat, or one and a half times more than the whole United States produced last year.

* * *

LUMBER EXPORTS FROM ST. LAWRENCE PORTS.

The lumber and timber exports from St. Lawrence ports during the season of 1909 showed an increase of nearly 33,000,000 feet, says the *Montreal Gazette*. Montreal, with 115,045,905 or an increase of 6½ millions, led her nearest competitor, Quebec, by more than 50 per cent. The exports from Quebec showed a slight falling off. The principal shippers were:—Messrs. W. and J. Sharples, 40,382,873 feet; Price Bros. and Co., Ltd., 38,673,000 feet; Watson and Todd, 35,542,107 feet; Dobell, Beckett and Co., Ltd., 27,188,042 feet; H. R. Goodday and Co., 20,731,766 feet; A. Cox and Co., 18,804,045 feet; E. Burstall and Co., 16,978,457 feet; and E. H. Lemay, 11,449,989 feet.

* * *

AN OPPORTUNITY FOR BRITISH CAPITALIST.

A Street Railway and Gas Franchise.

We have been officially informed that the Council of an important Canadian city "invite negotiations with capitalists and others for the purpose of obtaining proposals for a special franchise for street car services and gas works for the city, subject to the right of the city to take over the undertaking at the expiry of a definite term of years, at a price to be fixed by arbitration, or in such other manner as may be agreed on." Any of our readers desiring further particulars can obtain the same by applying to the Editor of *Canada*.

* * *

PROSPECTS IN THE BACON TRADE.

Letter from British Importing Firm.

We have received the following letter from Mr. James Isitt, of the firm of Messrs. George Isitt and Sons, provision dealers, of Bradford, Yorkshire:—

"It occurs to me that the following information with regard to the bacon supply in England might interest your Canadian readers, and might also be the means of my gaining some idea of the prospects of the supply from Canada for the coming year.

"You will, no doubt, be aware that there has been practically a famine in pigs in this country, and prices ruled higher last year than they had done for the last forty years. This has been caused, not only by a great shortage of pigs on this side, but more especially by the short supply from America, owing to the high price of feeding-stuff, maize, etc., and to the fact that the increased population in America consumes more bacon. We are given to understand that there will never be the plentiful supply of bacon from America that there has been in former years.

"This means that if we are to have cheaper bacon we must look for another source of supply to take America's place, and to my mind it all points to Canada. But in 1909 Canada failed us badly; instead of increasing their export they actually shipped less, and, in fact, I know of one or two curing houses that have shut down and stopped supplies altogether. So that for the last six or seven months there has been little or no Canadian bacon on the English market.

"We are given to understand that one reason for this is that they have been sending it over to the States instead of to England. Is this so?

"There is no doubt whatever that if Canadians would only turn their attention to pig-raising they could take the place of America in the supply for this country, especially if they would adopt the American lines of cutting the bacon up into—square cut, shoulders, Yorkshire cut, Cumberland cut, sides, ribless bellies, short and long cut hams.

"The question is: Are Canadians alive to their advantages, and will they follow them up on a large scale?—for, as I have said, the prospect is most promising. We can never hope to produce anything like the quantity wanted in this country, and the trade is fast passing into the hands of Denmark and Sweden, as the butter trade has done.

"A great deal depends upon the price of good foodstuff in Canada, but one would think, with the large tracts of land available, that this would be plentiful enough."

* * *

TRADE NOTES.

Among the companies seeking a charter from the Dominion Parliament is the Port Arthur Waggon Company, capital $750,000. The Sawyer-Massey Company, capital $7,000,000 in $100 shares, with head office at Toronto, to manufacture and deal in steam, gasoline and oil engines, road-making machinery, carriages, agricultural implements, etc.

Mr. Fred C. Salter, the European Traffic Manager of the Grand Trunk System, is expected back in London shortly. In company with Mr. G. T. Bell, assistant passenger traffic manager in Canada, and other officials of the G.T.R. and G.T.P., Mr. Salter recently visited Prince Rupert after travelling south as far as Los Angeles. It is expected that when the new steamships *Prince Rupert* and *Prince George* are put into commission in July, a large passenger as well as freight traffic will spring up between Prince Rupert, the G.T.P. Pacific terminus, and U.S. ports at Seattle and further south.

* * *

CANADIAN BUYERS IN ENGLAND.

LONDON.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

R. W. Houston (linens, etc.), Fred. Russell (dress goods, etc.) (McIntyre, Son, and Co., Ltd., Montreal)—Headquarters: 17, Aldersgate Street, E.C.

A. S. Binns (dress goods, linens, etc.), J. M. Campbell (made-up goods, hosiery, etc.) (R. J. Whitla and Co., Ltd., Winnipeg)—Headquarters: 17, Aldersgate Street, E.C.

N. Paulet (dress goods, etc.) (Alphonse Racine and Co., Montreal)—35, Milk Street, E.C.

Pierre Garneau (dress goods and fancies) (Garneau, Ltd., Quebec)—17, Aldersgate Street, E.C.

Maurice P. Beaudry (dress goods and fancies) (Gauvreau, Beaudry, and Co., Quebec)—Headquarters: 17, Aldersgate Street, E.C.

A. L. Sevigny (dress goods and fancies) (P. P. Martin and Co., Montreal)—Holborn Viaduct Hotel.

R. F. Charlton (millinery, gloves, etc.) (Wm. Stiff and Co., Toronto)—17, Aldersgate Street, E.C.

S. Milley (Samuel Milley, St. John's, N.F.L.)—35, Milk Street, E.C.

R. C. Campbell (Campbell Bros., Woodstock, Ont.)—35, Milk Street, E.C.

Jos. Appelbe (Jos. Appelbe and Co., Windsor, Ont., and Appelbe, Stone, and Appelbe, (Chatham, Ont.) —35, Milk Street, E.C.

P. S. Hilton (Smith Bros., Halifax, N.)—35, Milk St., E.C.

D. J. Brown (Macaulay Bros. and Co., St. John, N.B.) 35, Milk Street, E.C.

MANCHESTER.

E. C. Campbell (carpets, floorcloths, etc.) (John Macdonald and Co., Ltd., Toronto) Manchester Office: 84, George Street.

J. Fewlings (Gaults, Ltd., Winnipeg)—Davenport House, Whitworth Street.

H. S. S. Molson (linens and cotton staples) (The Gault Bros. Co., Ltd., Montreal) Davenport House, Whitworth Street.

Norman McFadyen (dress goods, etc.) (Fitzgibbon, Schafheitlin, and Co., Montreal) Midland Hotel.

Geo. Willis (dress goods, etc.) (Jas. A. Ogilvy and Sons, Montreal) Midland Hotel.

F. J. Rutherford (dress goods, cotton staples) (Thomas C. Watkins, Hamilton, Ont.) Midland Hotel.

R. B. Mackedie (Johnston Bros., Ltd., [illegible] B.C.) Headquarters: 36, Cooper Street.

[illegible] Elliott (Mahon Bros., Halifax, N.S.) Midland Hotel.

BRADFORD

D. L. Chabot (dress goods, etc.) (Hodgson, Sumner, and Co., Ltd., Montreal) Midland Hotel.

W. H. Creighton (men's woollens) (Finley, Smith, and Co., Montreal) Midland Hotel.

J. T. Cubitt (men's woollens) ("The House of Hobberlin," Toronto) English office: Cheapside Chambers, Cheapside.

Canadian Government TRADE COMMISSIONER SERVICE

IN THE

UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—

J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.

D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—

J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—

E. KIRKPATRICK, Plaza Hotel, Havana.

France—

A. POINDRON, 101, Rue Réaumur, Paris.

Holland—

W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—

G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—

A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—

J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—

C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—

JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

H. R. POUSSETTE, Durban, Natal.

West Indies—

E. H. S. FLOOD, Bridgetown, Barbadoes.

E. A. H. HAGGART, Kingston, Jamaica.

R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.

S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.

EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

OFFICIAL RAILWAY STATISTICS.

The following statements regarding Canadian railways are taken from the official *Blue Book* for the year ended June 30 last, just issued at Ottawa:—

At that date it was estimated that at least 3,300 miles was in process of being built. The total mileage on that date is given as 30,330 miles. The increase in the mileage opened does not include the 675 miles of the new G.T.P. transcontinental railway, which were open for traffic during the year.

Comparative statistics show that Canada has the largest railway mileage in proportion to population of any country in the world, while in relation to area it has the smallest. There is one mile of railway for every 300 inhabitants and 0.6 miles for every 100 square miles of territory.

There were 125,195 employees in the service of Canadian railways on June 30 last, a gain of 18,791 during the year. Salaries and wages amounted to over sixty-three million dollars.

Canadian railways carried 32,683,309 passengers and 66.842,258 tons of freight in 1909, a decrease of 1.361,683 in the number of passengers and an increase of 3,771,091 in the freight tonnage as compared with 1908.

During the year ended June 30, 1909, subsidies were paid to railways in Canada as follows:—By the Dominion, $2,500,612; by the provinces, $397,111; by the municipalities, $393,878, or a total of $3,291,601. In addition, land grants aggregating 55,116,017 acres were made to railways up to June 30, in 1909.

THE C.N.R. IN BRITISH COLUMBIA.

Mr. William Mackenzie was the guest of the Canadian Club at Victoria, B.C., last month, at a luncheon attended by the Hon. Richard McBride. Mr. Mackenzie, after alluding to his first visit to British Columbia, when he had been engaged helping to build the Canadian Pacific through the Rockies in 1884, said they were all agreed that the Province had possibilities greater, perhaps, than any other Province in the Dominion. In regard to the Canadian Northern, they would, he hoped, be ready to start to build through the Province at an early date. They had always had the intention of the extending of their line to the Pacific coast. He recalled that it was in 1886 that the first small work of railway building had been undertaken by the Canadian Northern Railway Company. This was at Dauphin, where they built 100 miles of line. Since that date the Canadian Northern had gone on and prospered in its enterprises until to-day it had some 4,000 miles of railway under operation between Lake Superior and the Rockies. Most of this immense amount of trackage had been built by the firm of Mackenzie and Mann. There had been some small amount of mileage taken over by lease from the Northern Pacific. Last summer they had graded 600 miles of additional trackage and had laid rails on 300 miles. They would have finished more had they been able to get sufficient labour. "The cost of building a railway in British Columbia materially exceeds $35.000 a mile," remarked Mr. Mackenzie. "The G.T.R. estimate the cost of their road from the Yellow Head to Prince Rupert at something over $70,000 per mile."

THE TEHUANTEPEC ROUTE.

At the luncheon attended by Mr. Mackenzie, Signor de Barra of Mexico, in alluding to the increased trade relations between Canada and Mexico, paid a high tribute to its British constructors, Sir Weetman Pearson and Co. This highway would be an immense factor in the development of trade between Mexico and Canada. A good steamship line was required on the Pacific, which would open up the wheat trade. The products of Mexico would never meet with a prohibitive tariff in Canada. Everyone in Mexico desired to have a close connection with Canada. Mexico wanted to extend her markets. The Panama Canal could not destroy the value of the Tehuantepec railway.

Ten thousand tons of wheat will, it is said, be shipped from Vancouver to Mexico during the next four months.

ELECTRIC RAILWAYS IN CANADA.

In the official Bluebook just issued by the Department of Railways at Ottawa for the year ended last June, the total mileage of electric railways is given as 988 miles of main track. The paid-up capital of these lines was $91,604,989, and the gross earnings $14,824,936, an increase of $817,887 over the previous year. The net income of the various roads aggregated $4,716,308, or 5 per cent. on the capitalisation. The electric railways carried 314,026,671 fare passengers and 81,670,945 transfer passengers on their 3,544 cars.

The total car mileage was 60,152,846, of which 737,720 was in the carrying of mails, freight, and express traffic. There were in 1909 10,557 employees of electric railways, 603 more than 1908, and their wages amounted to $6,761,281. The official figures for the last six months of last year are not available, but the figures given in this report have been considerably added to.

During the year eleven passengers, seven employees, and 50 other persons were killed, and 1,303 passengers, 218 employees, and 618 others were injured in accidents on electric railways.

IRON AND STEEL IN CANADA.

Vast Quantities Imported.

A report on the iron and steel industry of Canada, recently issued by the Department of Mines, Ottawa, and dealing with the production during the years 1907 and 1908, shows the amount of manufactures and business in these products to the end of the latter year. The total production of iron ore in Canada to the end of 1908 did not exceed 5,000,000 tons, the rate of production varying from 300,000 tons to 400,000 tons per annum. Newfoundland supplies the Sydney Iron and Steel Works with more than 650,000 tons of ore a year, and produces altogether close on 1,000,000 tons in that time.

The total production of iron ore from mines of Canada in 1908 was 238,082 tons, valued at $568,189, as compared with 312.856 tons, valued at $666,941 in 1907. The largest producer was Ontario, with a total of 207,769 tons in 1907, and 216,177 tons in 1908. Nova Scotia was second with 89,839 tons and 11,802 tons for the two years, respectively, and Quebec third. British Columbia is credited with 2,500 tons in 1907.

During the thirteen years ending 1908, the iron smelting industry in Canada has had to draw more and more upon imported supplies of iron ore, a large portion of these supplies being derived from Newfoundland. The total consumption of iron ore in Canadian furnaces in 1908 was 1,246,144 short tons, made up of 194,699 tons of Canadian ore and 1,051,445 tons of imported ore. Previous to 1896 the furnaces were supplied altogether by Canadian ore. The imports of iron ore from the United States into Canada are small, the total in 1907 being 34,731 tons, valued at $52,765, and in 1908, 32,124 tons, valued at $55,617.

The Canadian Output.

The total production of pig iron in Canadian furnaces in 1908 was 630,835 short tons, valued at the furnace at $8,111,194, as compared with a production of 651,962 short tons, valued at $9,125,226 in 1907, and 598,411 short tons, valued at $7,955,136 in 1906. The year 1907 was a year of maximum output in the Canadian iron industry. The business depression of 1908, following the financial panic of that year in the United States, resulted in a falling off of only 21,127 tons, or 3.2 per cent. in the output of pig iron in Canada in 1908. This decrease is insignificant compared to that which took place in the United States, where the pig iron production in 1908 was over 38 per cent. less than the production in 1907.

In the production of pig iron in 1908, Nova Scotia produced 352,642 tons, valued at $3,554,540, while Ontario's production was 271,484 tons, valued at $4,385,271. On the whole, the industry shows a marked improvement since 1904, when the production totalled $3,687,985. It reached high-water mark in 1907, with $9,125,226, which was a million in excess of the total of last year.

Previous to 1896 the pig iron was entirely from Canadian ores, but since that time the industry has grown so rapidly that the production of iron ore has not kept foot with it. Last year 38 per cent. of the ore charged to furnaces, 40 per cent. of the coke, and 13 per cent. of the limestone were imported. Only 99,420 tons of pig iron, valued at $531,415, was from Canadian iron ore last year. In 1908 Canada imported $3,493,600 in pig iron. The United States headed the list of producers of pig iron in 1908 with a production of 16,190,994 metric tons. Germany was second with 11,813,511 tons, and the United Kingdom third with 9,438,477 tons. Canada's production was 572,283 tons. A metric ton is 2,204.62 pounds.

In the production of steel, Canada's total in 1908 was $10,916,602, a decrease of nearly $5,000,000 under 1907. The largest contribution was rails, which showed a total of 268,692 tons.

Bounties on iron and steel made in Canada were provided for by the Dominion Government in 1897, the original act having been amended several times since that time. In 1907 the total bounty paid was: Pig iron, $793,005; steel ingots and wire rods, $1,500,000; total, $2,300,000. In 1908 the total bounty paid was $1,998,300.

Although the production of pig iron and steel in 1908 was considerably less than that of 1907, Canada exported nearly $500,000 more, the total exports being $2,098,138. But the imports of iron and steel goods are enormous, amounting to $61,819,698 in the fiscal year ending March 31, 1908; more than $18,000,000 greater than the value of the imports in 1907.

STEAMSHIP SAILINGS.

Allan Line.—From Liverpool to Halifax and St. John:—
February 10.—S.S. *Grampian.*
February 18.—R.M.S. *Corsican.*
February 24.—S.S. *Hesperian.*
March 4.—R.M.S. *Virginian.*
From London to Halifax and St. John:—
February 16.—S.S. *Pomeranian.*
March 2.—S.S. *Corinthian.*
March 16.—S.S. *Sardinian.*
From Glasgow to Halifax:—
February 19.—S.S. *Pretorian.*
March 5.—S.S. *Numidian.*
March 12.—S.S. *Ionian.*
March 19.—S.S. *Grampian.*
C.P.R. Line.—From Liverpool to Halifax and St. John:—
February 11.—R.M.S. *Empress of Ireland.*
February 25.—R.M.S. *Empress of Britain.*
White Star Dominion Line.—From Liverpool to Halifax and Portland:—
February 17.—S.S. *Dominion.*
March 3.—S.S. *Canada.*

CANADA AND MEXICO.

In an interview published in the Vancouver papers, Captain T. H. Worsnop, manager of the Canadian Mexican line, is reported as saying: "We find that more modern ships are required, and I am going to England to make arrangements for these. We will bring out two, and probably three new vessels."

Another announcement Captain Worsnop made was that the Canadian-Mexican line, after June, would not make Salina Cruz the southern point of its run.

"Will you go as far south as Panama?" the captain was asked.

"Yes," he replied, "and still farther down, for we expect to extend our business with South America."

ALL ALLAN LINERS TO HAVE MARCONI SYSTEM.

It has just been decided by the Allan Line to have all their passenger steamships equipped with wireless apparatus, and the contract has accordingly been placed with the Marconi Company. The *Victorian*, *Virginian*, *Tunisian*, *Corsican*, *Hesperian*, and *Grampian*, which operate the mail service, are already fitted with Marconi apparatus. The new order will affect the *Ionian*, *Pretorian*, *Corinthian*, *Sicilian*, and *Carthaginian*. This is another step by the new control under the chairmanship of Mr. Hugh A Allan to further popularise the oldest Canadian line.

CANADIAN BANK REPORTS.

Royal Bank Increases Dividend. At the fortieth annual meeting of the Royal Bank of Canada, it was announced that the dividend rate was to be increased from 10 per cent. to 11 per cent., the first payment to be made in April next. The institution has made rapid strides during the last decade. In 1900, the Royal Bank, or, as it was then called, the Merchants' Bank of Halifax, was a comparatively small institution, which, with the exception of a few branches in British Columbia, had hardly extended its operations outside the Maritime Provinces. At the present day, in addition to one hundred and eleven branches, covering practically every part of the Dominion, it has thirteen in the West Indies. During the same period the deposits have increased from about $12,000,000 to $50,822,129, or at the rate of over 300 per cent. The net earnings of the Bank at the beginning and end of the ten-year period were as follows:—1900, $182,426 on a capital of $2,000,000, or 9.12 per cent.; 1909, $838,306 on an average capital of $4,636,000, or 18.08 per cent. The last statement showed liquid assets amounting to 56.22 per cent. of public liabilities, as against 47.82 per cent. in 1900, and in the intervening years this percentage was never less than 51.90 per cent., so that the bank has been maintained in extremely strong position. Furthermore, at the present time its reserve fund amounts to 114 per cent. of the outstanding capital. Since 1900 over $1,000,000 has been written off bank premises. In spite of the dulness in general business that prevailed in the early part of 1909 and the exceedingly low rates that were obtainable for call money during a large part of the year, the bank made an exceedingly good showing, net earnings amounting to $838,306, an increase of over $100,000 as compared with the previous year. The percentage earned on the average paid-up capital was over 18 per cent., so that a wide margin was shown over the 10 per cent. dividend. On December 31 last, deposits bearing interest stood at $33,456,828, as against $24,300,726 at the close of the previous year, an increase of over $9,000,000, while deposits not bearing interest increased from a little over $13,000,000 in 1908 to $16,955,930 at the close of the past fiscal year, a growth of over $3,000,000. During the year the bank made an issue of new stock, with the result that its paid-up capital now stands at $5,000,000, compared with $3,900,000 at the end of 1908, while the reserve fund is now $5,700,000, as against $4,600,000 at the end of the previous year.

The Dominion Bank.—The annual statement of the Dominion Bank for 1909, though showing a slight decrease in the profits as compared with the previous year, is a very satisfactory statement. The profits for the year were only $20,000 less than in 1908, and the total assets of the bank are now $58,957,038, or over $9,000,000 more than last year. After the payment of dividends at the rate of 12 per cent. per annum, writing $150,000 off bank premises, as against $100,000 in 1908, and transferring $18,268 to the reserve fund, the sum of $295,766 is carried forward, as compared with $302,996 in the previous year. The reserve fund is now $5,000,000, equivalent to 125 per cent. of the capital. Deposits showed an increase of $7,574,717, totalling $45,487,813; current loans total $34,815,943, or about 13 per cent. more than in 1908. Among the most satisfactory features of the report is evidence of an expansion of business amounting to nearly 16 per cent., and the fact that the proportion of the readily available assets forms 45 per cent. of the liabilities to the public.

Bank of Ottawa. The thirty-fifth annual report of the Bank of Ottawa points out that the unsettled financial conditions of 1908 were followed by a very large falling off in the volume of business, and a consequent plethora of money, with a corresponding lowering of rates. During the last three or four months conditions have changed materially, and there is every hope now of an increased business being done during the coming year. Despite these adverse circumstances, however, a net profit for the year ending November 30 last amounted to $421,665, against $429,879 in 1908. In addition, the balance at credit of profit and loss account was $405,991. During the year four quarterly dividends were paid at a rate of 2½ per cent., amounting in all to $303,785, an increase of $3,785 over the amount paid in dividends in 1908. The sum of $57,351 as against $46,720 in 1908, was applied to reduction on bank premises and furniture, and $10,000 (an increase of $5,000 as compared with 1908) was transferred to the Officers' Pension Fund. There was thus carried forward $455,920. Branches of the bank were opened during the year at Cochrane, Ont.; Fort William, Ont.; Edmonton, Alta.; Swift Current, Sask.; Vancouver, B.C.; Queen Street (Chaudiere), Ottawa; and Cartier Street, Ottawa; and sub-offices at Casselman, Ont., and Mountain, Ont. The sub-offices at Jasper, Ont., and at the south end of Peterborough City, Ont., were closed. A building for the use of the bank is nearly completed at Cochrane, and premises have also been acquired at Vancouver, Regina, Cartier Street, Ottawa; Pembroke, and Broadview Avenue and Pape Avenue, in Toronto, necesitating a very considerable outlay and a corresponding increase in the Bank Premises Account. Acting under the authority given at the annual meeting in 1907, the directors issued on October 1 last 5,000 shares of new stock at a premium of 100 per cent.

Merchants' Bank of Canada.—A very attractive and well-printed booklet has been issued by this bank, containing the annual financial statement and a report of the proceedings at the annual meeting held in December. A review of the financial statement of the bank appeared at the time in *Canada*, but this attractive publication reminds us that the bank now has 142 branches or agencies, and over 1,800 shareholders.

Bank of Toronto.—At the annual meeting of this institution it was shown that, up to the date of the meeting the Bank of Toronto recorded the largest increase in deposits made by the senior banks, the gain being 29 per cent. The increase in current loans was 15 per cent., and quick assets were 40 per cent. of the public liabilities.

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QUEER FREE-TRADE ARGUMENTS.

A writer in *The Shoe and Leather Record*, under the caption of "Imports Balance Exports," proceeds to show us how this "balancing" is done. He takes as his text the statement that last year Great Britain purchased 246 millions more goods from abroad than it sold. We are then gravely assured that this 246 millions represents "the national profits on our overseas transactions."

This delightful argument may be illustrated thus: A has an estate, and purchases during the year goods to the value of £780, and he sells produce from his estate to the value of £434. He has made a profit of £246 on the year, as he has received that much more than he has sent out!

When the writer in *The Shoe and Leather Record* tries to explain how this national account is balanced, he hastens to insist that "it is notorious that we do not part with our securities," so it can only be the interest on those securities which the Britisher parts with.

The traceable revenue derived from foreign and colonial securities, as ascertained by the income tax returns, is, says the *Record*, "in the neighbourhood of 100 millions a year." This being traceable by the income tax authorities, is presumably interest which has been collected and paid through British banks, and has been received in Great Britain. Yet in the next sentence this convincing champion of Free Trade tells us that "this is one of the items which helps to balance the merchandise account." Thus, receiving 100 millions from abroad assists Great Britain to liquidate an adverse balance of 246 millions!

Such arguments in a trade paper excite our fervent admiration. We may, perhaps, remind our contemporary that, as he can only trace the receipt by the Britisher of interest on one out of the many hundred millions of interest earned abroad, the non-arrival of the remainder in the form of dividend warrants may explain how the balancing is done.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending January 14, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
Buffalo	64,500	—
City of Cobalt	64,000	—
Comagas	59,945	—
Crown Reserve	122,432	120,000
Drummond	[illegible]	
Kerr Lake	[illegible]	–
La Rose	255,972	836,890
McKinley Dar.	—	61,660
Nipissing	—	85,262
Right of Way	63,061	—
Nova Scotia	—	360,000
Trethervey	—	60,000
O'Brien	—	63,840
Totals	859,910 (429 tons)	1,087,552 (543 tons)

BRITISH COLUMBIA.

During the week ending January 15 the following shipments were made from the various districts:—

BOUNDARY.

	Tons.
Granby	26,572
Mother Lode	9,875
Snowshoe	1,432
Oro Denoro	350
Total	38,229

ROSSLAND.

Centre Star	3,190
Le Roi No. 2	152
Velvet	69
Total	3,420

SLOCAN-KOOTENAY.

Blue Bell	66
Whitewater	42
St. Eugene	398
Nugget	32
Richmond-Eureka	187
Queen	19
Emerald	64
Silver Cup	31
Rambler Cariboo	23
Yankee Girl	87
Granite-Poorman	33
North Star	40
Highland Buckeye	67
Eastmount	32
Total	1,121

SMELTER RECEIPTS.

Granby	26,572
B. C. Copper Co.	10,225
Consolidated Co.	6,156

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Lord Strathcona, High Commissioner for Canada, is informed by a cablegram from the Minister of the Interior at Ottawa that:—1. The Canadian Northern Railway Company will construct 600 miles of new track this year, and the line between Edmonton, Alberta, and Vancouver will be completed within four years; also that the rails of the Grand Trunk Pacific Railway line reached Wolf Creek, Alberta, 118 miles west of Edmonton, on January 22 last.

Mr. G. R. Geary, the new Mayor of Toronto, say the *Montreal Gazette*, has received a letter from an English contracting firm, in which an offer is made to do the work of deepening the St. Lawrence and Welland canals so as to allow of ocean liners coming to Toronto. The firm offers to take in payment bonds of thirty years, the interest on which is to be guaranteed by the Dominion Government. The name of the firm, the Mayor says, is not to be divulged until the Government at Ottawa has seen the offer.

Mining Properties.—Timber Berths.
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A. R. BICKERSTAFF & CO.
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TORONTO, Can.

Mining Engineer.

ARTHUR E. HEPBURN,
Consulting Mining Engineer,

956, Nicola St.,
VANCOUVER, B.C.

Cable Address:
"RUHTRA,"
Vancouver

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

The weakness on the Canadian security markets is easily explainable. First there was the weakness and uncertainty of the Wall Street market, and then the reports from Great Britain indicating that London was preparing for unfavourable election results. There have been no specific local causes to destroy confidence in the future, and the trouble is due to outside influences. The most interesting feature of the week's trading was the movement in "Scotias," referred to in a separate paragraph. At the lower prices current for stocks here and at Montreal, there was a good deal of buying, and the turn of the week saw a general improvement in the tone at both centres. Bank shares have displayed a good deal of strength, commerce being especially in favour. The biggest gain was scored by merchants, and Dominion Imperial and Standard are all well above the closing prices of the previous week. The Steel and Coal issues show sharp falls, and Consumers Gas, Mackay, Mexican Power, "Soo," Montreal Street, Northern Navigation, Ogilvie, Penmans, Rio, Toronto Railway, Twin City, Black Lake, Asbestos Common and Preferred, are all lower. Among the few stocks which show advances are Canadian General Electrics, F.N. Burt Preference, and Rogers Common. Loan companies have been supported. The Cobalt list are nearly all lower.

The Outlook for 1910.

Mr. Rodolphe Forget, whose position as chairman of the Montreal Stock Exchange entitles his statements to more than ordinary consideration, recently gave it as his opinion that $500,000,000 will be spent in Canada during the present year, and backed up his statement with an array of facts which show how carefully he has gone into the matter. At the New Year's dinner at the St. James' Club, Mr. C. M. Hays, the president of the Grand Trunk Railway Company, was very optimistic of the future, and according to a report of the proceedings, "convinced everybody present that there is scarcely anything that can prevent the present year from being a really banner one, and that there is every indication that during the next few years Canada will go ahead at a more rapid pace than any other country in the world."

Mexican Light and Power.

The shareholders of the Mexican Light and Power Company, at the meeting held on the 20th ult., authorised an increase in the capital stock of $3,000,000 Preference shares and $5,400,000 Ordinary shares. The company has recently purchased the whole of the capital stock of the Compania Electrica Irrigadora del Estado de Hidalgo S.A. Pachuca, and will extend the transmission lines of the company to Pachuca, an important mining district in Mexico, in order to meet the increased demand for power in that locality. It is stated that the company has under consideration an addition to its plant of 50,000 h.p., to be completed during 1910. This will increase its total capacity to 100,000 h.p., and enable the company to supply all the power required by the Federal district, including the El Oro mining region.

The Government Inspection of Banks.

That strong advocate of the Government inspection of banks, Mr. McLeod, has lately been ventilating his views pretty freely. Bankers may be prepared to admit that the leading spirit of the Bank of Nova Scotia is theoretically correct in the views he expresses, but there is little likelihood of them ever finding recognition in the Bank Act, for the simple reason that Government and bankers both know that they are quite unworkable. The only way to make a Government inspection effective, of course, would be to carry this out on one day, and where would Mr. McLeod get his army of inspectors from to examine the books of every branch bank from Halifax to Vancouver on one day?

Nova Scotia Steel.

"Scotia" has been a good deal in the limelight of late. Market gossips have been busy filling up the vacancy caused by Senator Jones' resignation, appointing new directors, reorganising the company's finances, and putting it in the iron-steel-coal merger. It is pretty generally believed that the latter event is only a matter of time, but, as the well informed financial writer on "Toronto Saturday Night" points out, President Harris has several times recently said that he knew nothing of any reorganisation of the company's board or its finances, whilst the absence of any evidence that the Nova Scotia Steel Company will be taken into the Steel-Coal Merger convinces the Street in Montreal that no very decisive action will be undertaken in the immediate future.

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THE LONDON MARKET.

LONDON, WEDNESDAY.

The Stock Exchange has worn a checkered appearance during the past week, and business has only been on a good scale in specialities. Rubber shares have continued both active and buoyant, the "boom" in these descriptions being assisted by the maintenance of marked strength on the part of the staple. Among home stocks gilt-edged issues have been heavy, affected by the monthly carry over, fears of new issues and the renewal of unsettlement in the Balkans. Home rails, however, have ruled cheerful on the satisfactory dividends announced. Hesitancy and dulness have again characterised the American market, good support not being forthcoming in view of the continued uncertainty regarding the relations between the Government and the trusts. The foreign market was heavy at one time on the Paris floods, which upset the equilibrium of the Paris Bourse, but conditions subsequently improved under the lead of Japanese bonds, though Greek and Turkish issues are overshadowed by the Balkan tension. Mines, after depression on Paris advices, are now cheerful again, but without activity. Firmness has predominated among Canadian securities, though irregularity has been in evidence in more than one direction, and business has not been large. Government stocks have been quietly steady, while among municipal descriptions Toronto 3½ per cent. debentures have risen a point to 94. Railway stocks have been cheerful in a subdued manner. Canadian Pacifics, however, after being higher, have reacted in sympathy with Americans, and conclude the week at a fractional decline. The December revenue statement showed the satisfactory increase in net earnings of $919,000. Grand Trunk descriptions have been in a state of uncertainty and fluctuation on dividend doubts. Senior issues conclude ¼ to ½ better, but the Ordinary and Third Preference have drooped slightly. Canadian Northern 4 per cent. Perpetual Debentures have added ½, while Alberta Capital stock at 147½ is another 5 to the good. Hudson's Bays have met with some realisations among land shares, and show a net fall of 1½. The rest of the group, however, is steady. Among miscellaneous issues, movements have been mixed. Canadian Car and Foundry Preferred has risen a point, but Lake Superior shares are 1 down. Shawinigan Water has given way ½, but the bonds mark an improvement of 1. South American tractions have again ruled very cheerful. Rio de Janeiro Trams have added 3 and the 5 per cent. bonds 2½. Mexico Trams bonds are fractionally better, but Mexican Light and Power Common and Preferred have each declined a point.

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FINANCIAL ITEMS.

Manufacturers' Life Insurance Co.—This company has decided to cease looking for new business in Great Britain under contracts calling for either salary or advances against commission, and no further contracts will be made with agents except on a purely commission basis. An office will be maintained in London, however, for the purpose of receiving premiums on old business and paying claims, etc.

Canada's Fire Loss in 1909.—Fire losses in Canada during 1909 are estimated at $18,905,538. The per capita loss is figured at $2.70, comparing with an average annual per capita fire loss of about 33 cents in Austria, Denmark, France and Germany.

Central Canada Loan and Savings Co. With profits of $236,245, being at the rate of 15.75 per cent. on the paid up capital of $1,500,000, this company has had an exceptionally successful year, especially in view of the fact that it has been a twelvemonth of low monetary rates in which the revenue from loans on mortgages and bonds and stocks must necessarily have declined. The increase in the profits must therefore be ascribed to the very active year in bond transactions and the prominent part taken by the subsidiary organisation, the Dominion Securities Corporation, in the successful flotation and sale of many securities representing the constructive financial trend of the Dominion of Canada. Mr. E. R. Wood, a director of the company, has during the year been concerned with some of the most notable movements in Canadian finance, and the coalescence of the Dominion Steel and Coal Companies was largely due to his skill and talent in negotiation and adjustment. Another fine achievement of the year was the successful flotation of the Dominion Iron and Steel Consolidated Mortgage bonds. As a result of the year's operations, the Central Canada was able to increase its dividend return from 8 to 10 per cent., and transfer to the reserve fund $100,000, making it $1,250,000, or 83.33 per cent. of the paid-up capital. The company has $456,122 in cash as compared with $384,963. The company is fast becoming to Canada what some of the long-established finance houses in London are to Great Britain.

*

INTEREST NOTICES.

Coupons due March 1 on the City of St. John, New Brunswick, 5 per cent. debenture loan for £60,000 should be presented on and after that date at the Bank of Montreal.

Coupons due March 1 on the City of Regina 5 per cent. debenture loan for £113,700 should be presented on and after that date at the Bank of Montreal.

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JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
A. J. NESBITT, Man. Director.

Montreal, Canada.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3 %	97	94	94½	91	92¼.91¾
" 3½ % Reg.... ...	102	98½	101	97	101.100
" 3½ % Bonds ...	102	100¼	103½	100	102.101
Alberta, 1938	Iss.	1909	102	99	102½.101½
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4 % B'ds, 1947	102	98	04	100	104.102
Nova Scotia, 3½ %.. ...	95	90	96	92	94.93
Ontario (Pr.) 3½ %... ...	93	91	97	92½	95.94
Quebec (Pr.) 3 %	85½	81	87	83	86 .85
Saskatchewan 4 %, 1919	Iss.	1908	103	99½	102½.101½
Calgary (C.) 4½ % Debs.	104	98½	106	100	106.104
Edmonton 4 %, 1915-47 ..	108	103⅛	109	105	108.106
Hamilt'n (C.) 4% Deb. 1934	102	98	103	99	102.100
Montreal (C.) 4% Deb. 1932	107	99	106	102	107.105
Ottawa 4½ %, 1913... ...	104	100	105	100	103.101
Quebec (C.) 4 % Debs. ...	103	99	104	100	103.101
Regina (C.) 5 %, 1923-38	107	101	109	105	108.106
St. John, N.B. 4 %, 1934	103	97	103	99	102.100
Saskatoon (C.) 5 %, 1938	105¾	101	107	102	108.106
Sherbrooke (C.) 4½ % Deb., 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	102.100
Vancouver (C.) 4 % Deb., 1947-9	101½	99	104	99	104.103
Victoria (C.) 4 % Debs., 1933-58	99½	98½	102½	99	101.100
Winnipeg (C) 4 % Deb. ...	103	97	104	99	106.104
BANKS.					
B. N. A.	147	141	155	148¾	155.154
*Commerce	171	155¾	194	171½	205.204
Dominion...	225	221½	242	240	249.248
Imperial	218½	218½	228¾	226½	235.234
*Merchants	166	151	170	160	176.175
*Molsons	207	195	211	199¾	208.207
Montreal	250	228	251¾	245	263.267
*Ottawa	208	200	213	210	210
*Royal	233	211	233	212	226.224
*Toronto	220½	204¾	227	216½	218.217
INDUSTRIALS.					
Bell Telephone	143	115	150	138	151.149
Canadian Car Co.	Iss.	1909	—	—	68.67
Canada Cement Com. ...	Iss.	1909	—	—	26½.25¾
" " Pref. ...	Iss.	1909	—	—	88½.87¾
*Canadian Col. Cot. M....	50½	47½	63	47½	61.58
Canadian G. El. C. ...	108¼	86½	127	106½	122.121
*Canadian Marconi ...	1.70	1.50	—	—	—
*Consumers Gas	198	182	207½	195½	206.205
*Crow's Nest Pass Coal...	130	120	100	75	77.76
Dominion Coal Com. ...	70½	37	93¾	43	91.90
* " " Pref ...	112	85	119	96	115.114
Dominion I. & S. Com.	25	12½	72⅝	19	70.68
" " Pref.	66½	36	138	69¾	141.139
*Dominion Textile Com.	47	42	79½	57½	73½.72¾
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	60½	50	—
Halifax Electric	104½	87½	122	106½	123.122
*Internat. Coal & Coke...	79½	60	—	—	83 82
*Internat. Portland Cem.	122	106¾	—	—	175
*Lake of the Woods Com.	98¾	71	145½	97½	146.145
* " " " Pref.	119	103	128	118	128
*Laurentide Paper Com.	112	93	130	112	135.133
* " " Pref.	118	101½	131½	112½	131
Mackay Co.'s. Com. ...	77¾	51¾	95	70½	93.91
" " Pref. ..	71	59¾	77	69	81.79
Mexican L. & P. Com.	79½	45⅛	89	62	69½.68½
" " Pref.	108½	99	107½	103¾	102.101
Mexico Tram	139	68½	150½	123¾	130.129xd
*Montreal Cotton	125	105	131	117	130.128
Montreal L. H. & P. ...	113⅜	85	129½	100	137.136
*Montreal Steel Com. ...	83½	60	104	68	106.104
* " " Pref. ...	112	92	117	100	118.115
Montreal Street	204½	170½	220	203	229.227
*Montreal Tele...	148	135	159¾	135	150.146
*Northern Nav.	100¼	83	123½	97	113
N. S. Steel & Coal Com.	62	43	84	54½	74.75
* " " " Pref.	119	108½	112	114	118
Ogilvie Flour Com... ...	116	102½	144½	112	142.141
" " Pref... ...	130	114	128	118¼	130.128
*Penman's Ltd. Com. ...	50	29¾	60	42	60.59
* " " Pref. ...	132¼	72¾	93½	83	88.86
Richelieu & Ont. N. ..	78	62	92½	97	100.98
Rio de Janeiro T... ...	82	29½	107	87	96¾.95¼
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Nav.	126½	109½	128½	105½	119.117
Sao Paulo	157	113	163	148½	151½.150½
Shawinigan W. & P. ...	81	55	105	80½	103½.102½
*Toronto Electric Light...	—	—	—	—	120.118
Toronto Ry.	115½	94	127½	107¾	130.128
Winnipeg Elec.	171⅛	123½	190½	156½	187.185
W. Kootenay Power Bds.	—	—	—	—	110.[illegible]
RAILWAYS.					
Alberta Ry.	114	82	137	118	150.145
" 5 % Deb. ...	103	89	107	102	106.104
Can. North. 4% Perp. Deb	96½	89	98	90	96½.95½
C. P. R.	180	143	191	170½	185¾.185½
Dominion Atl. Ord. ..	18	12	17	12	18.15
" " 5 % Pref.	41	40	47	40	43.38
Gd. Trunk Pac. 3% 1st M.	86½	83½	88½	82	83½.82½
" " 4% Bds. "A"	100½	91½	97½	91	97.95
Grand Trunk	23⅝	14½	25	18½	21⅞.21⅝
" 4 % Guar....	98	88¾	95½	88	93.92½
" 1st Pref. ...	115⅛	96½	110	101	104⅛.103¾
" 2nd Pref. ...	109	80	96	95½	94⅛.93¾
" 3rd Pref. ...	61½	39½	60	44	51½.51
Minn. St. P. & S.S.M. Co.	138½	85	150	137	141.139
" " Pref.	155	143	168	151	160.155
Quebec Cent. N. Inc. ...	118½	110½	115	108	113.111
Quebec & L. St. John Inc.	30	22	26	14	
White Pass	5½	4½	5½	3½	4½.4xd
" " 5 % 1st Inc.	101	97	105	98	102.100
" " 6 % Deb. ...	97	93	100	92	96.94

	1908.		1909		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120¾	111½	163½	140	165
*Canadian Savings & Loan	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	179
*Dom. Savings & Invest.	72	70	72	70½	71½
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	200
*Toronto General Trusts	150	143	165	150	165½
*Toronto Mortgage ...	107	104	130	114	128
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ..	45/-	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$110	$95	$105.95
Hudson's Bay	92	73	99	75	103½.102½
S. Alberta	1 5/16	9/16	1 13/16	1 1/16	1¼.1⅛
Western Canada... ...	1 3/16	1⅛	1⅜	1	1 3/16.1 1/16
BONDS.					
*Bell Telephone	104	98½	104⅜	104½	102
*Canadian Col. Cot. ...	100	92	100	95	100.99
Canadian Iron Corp. ...	Iss.	1908	103	94	102½.101½
Dominion Coal	94	87	98½	90	102.101
*Dominion Cotton... ...	98½	91	105	99	104.103
Dominion Iron & Steel	80¼	70½	97¼	77½	99.98
*Dominion Textile "A"	98	80½	98¼	91½	97.95
* " " "B"	97	83¼	100	92	100.99
* " " "C"	96¾	82	100	90	96.95
* " " "D"	98	85	104	93	100.99
Electrical Devel. of Ont.	88	70	90	81	84.81
*Lake of the Woods Co.	117½	102½	112	104	113.112
Lake Superior Co. ...	Iss.	1909	90½	88	91½.90¾
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73¾	87½	79	82½.81½
Mexican L. & P.... ...	90	80½	90	80	91½.90½
Montreal L., H., & P...	101	91½	100½	98½	100.96
*Montreal Street	100	95½	102½	99½	101.99
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord ...	113¾	105	115	108	112½.112
" " 1st M. "B"	106½	105	112½	106⅝	112½.112
Rio de Janeiro 1st Mort.	92½	72	98½	90	97.96
Sao Paulo	97	90¾	105	90½	102½.101½
Winnipeg	106	99	106	102¾	107.106
W. Canada Flour Mills	Iss.	1908	107	98	108.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on January 24:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.65	2.30
Chambers-Ferland... ...	2,311,000	1.00	.37½	.36½
Cobalt Central	4,761,500	1.00	.17	.16½
Cobalt Lake...	3,930-866	1.00	.17¾	.17⅜
Silver Queen	1,500,000	1.00	.21	.18
Coniagas	4,000,000	5.00	5.65	5.45
Foster-Cobalt	915,518	1.00	.31	.29
Green Meehan	1,500,000	1.00	.12	.10
Kerr Lake	3,000,000	5.00	9.50	9.40
McKinley-Darragh ...	2,246,937	1.00	83	.79½
Nova Scotia	1,900,000	1.00	.45	.43
Peterson Lake	2,561,820	1.00	.24	.23½
Right of Way	499,518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.15	.12¾
Temiskaming	2,500,000	1.00	.59½	.58
Trethewey	945,450	1.00	1.43	1.42
Nipissing	6,000,000	5 00	10.12½	10.10
	Nom. cap.			
La Rose	7,500,000	5.00	4.92	4.90
Watts	1,000,000	1.00	.16	.14½
Crown Reserve	2,000,000	1.00	3.85	3 50
Little Nipissing	1.000.000	1.00	.26½	.25½

Dominion of Canada £4,000,000 3½ per cent. Loan of 1910.—The Bank of Montreal announce that the letters of allotment have been posted.

Royal Bank of Canada.—Mr. E. L. Pease, Vice-President and General Manager of the Royal Bank of Canada, denies that there is any truth in the report that the Royal Bank was about to absorb the Colonial Bank, an institution with head offices in London and many branches in the West Indies.

Mr. H. A. Graham has published a useful traffic book of the Grand Trunk and Canadian Pacific Railway Companies showing the weekly traffic, monthly statements, revenue, and capital accounts for the year 1909. Investors will find the compilation of considerable value, and it can be obtained at Messrs. Straker Bros., 61, Old Broad Street, price 2s.

PUBLIC NOTICE.

THE CANADIAN BANK OF COMMERCE
DIVIDEND No. 92.

Notice is hereby given that a dividend of 2½ per cent. upon the Capital Stock of this institution has been declared for the three months ending the 28th February next, and that the same will be payable at the Bank and its branches on and after Tuesday, 1st March next.

The transfer books will be closed from the 14th to 28th February, both days inclusive.

By order of the Board,
H. V. F. JONES, London Manager.
2, Lombard Street, London,
24th January, 1910.

FOUR PER CENT. DEBENTURES.
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY.
Subscribed Capital, £513,698. Paid-up Capital, £308,219.
Reserve Fund, £236,301. Total Assets, £1,673,319.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain,
144, St. Vincent Street, Glasgow

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 98.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.
DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C. H. RICHES, Canada Life Building.

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY — FINANCIAL.
Cobalts a Specialty. OTTAWA, Canada.

THE BANK OF TORONTO.
Head Office—TORONTO, CANADA.
Capital $4,000,000
Reserve Fund $4,818,871
79 Branches throughout Canada.
London Agents:—The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $6,000,000 (£1,232,876)**

President—B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
" (East)
" (South)
Canora
Carman
Carmangay
Claresholm
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
" St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
" Union St.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver, B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard, Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5,300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE
BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon Sir GEORGE DRUMMOND, K C M G., C V O , *President* Sir EDWARD CLOUSTON, Bart., *Vice-President.*
E. B. GREENSHIELDS, Esq. Sir WILLIAM MACDONALD. R B ANGUS, Esq JAMES ROSS, Esq
Hon. ROBT. MACKAY. Sir THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN Esq. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - Sir Edward Clouston, Bart. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  Sub-Branch
  ,, North End.
HAMILTON, Ont.
  Sub-Branch
  ,, Barton and Victoria Streets.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
  Sub-Branch
  ,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
  Sub-Branches
  ,, Hochelaga.
  ,, Papineau Avenue
MONTREAL, Que. (*continued*).
  ,, Peel Street
  ,, Point St. Charles.
  ,, St. Anne de Bellevue.
  ,, St. Catherine St.
  ,, St. Henri.
  ,, Seigneurs Street.
  ,, Westmount.
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
  Sub-Branches
  ,, Bank Street.
  ,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
  Sub-Branches
  ,, St. Roch.
  ,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
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TORONTO, Ont.
  Sub-Branches
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Tweed, Ont.
VANCOUVER, B.C.
  Sub-Branch
  ,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
  Sub-Branches
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Incorporated 1855

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Reserve Fund	£719,178	$3,500,000

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Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
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Ingersoll
Kincardine
Kingston
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Preston
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  ,, St. Sauveur
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Wainwright.
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Saskatchewan

Arcola
Carnduff
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Kisbey
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Melville
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British Columbia

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INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 140 Branches of THE MERCHANTS' BANK OF CANADA.

Banking, Insurance and Finance.

Canada's High Credit. The Government of the Dominion of Canada, the Hon. W. S. Fielding, its Finance Minister, and the Bank of Montreal are alike to be congratulated on the successful outcome of the new $3\frac{1}{2}$ per cent. loan. Following as it did immediately upon the failure of the India Government $3\frac{1}{2}$ per cent. loan, offered $2\frac{1}{2}$ per cent. cheaper, it is a high tribute to the esteem in which Canadian Government issues are held by the British investor. It is now quite obvious and has, indeed, been admitted by prominent London financial authorities—that the deep-rooted prejudice in favour of India Government loans must give way to the superior claims of Canadian Government issues. In this connection it is worth noting that the credit of Germany, one of the most powerful nations in the world, is much under that of Canada, the price for Prussian $3\frac{1}{2}$ per cent. Consols being no higher than $94\frac{1}{4}$, as against $99\frac{1}{4}$ for the $3\frac{1}{2}$ per cent. Canadian stock.

* * *

London Banker's Tribute to Canada. Sir Felix Schuster paid a striking tribute to the wonderful progress in the development of the Dominion at the recent meeting of the Union of London and Smith's Bank. This well-known banking authority gave it as his opinion that Canada was making rapid strides, and taking her place as one of the great commercial nations to whom in the future this country must look for a considerable portion of its food supplies. Sir Felix has formed his opinions from personal observations during his recent visit to Canada. He was evidently much impressed with the wonderful expansion in the trade of the country, of the vastness of its resources, agricultural and mineral, and of the enterprise and energy of its people. Where there were such great opportunities for legitimate enterprise, Sir Felix said it could not be surprising that British capital should be attracted to the Dominion.

* * *

—And a Warning. But, whilst speaking in such high terms of the wonderful expansion in the Dominion—of which he had ample evidence during his visit—Sir Felix Schuster said he hoped that "where legitimate progress was so rapid, speculation would not intervene to force the pace. Capital introduced injudiciously and without proper advice might act as prejudicially as the ill-directed immigration of those who were not fit or willing to undergo hard work or a rigorous climate." All well-wishers of the Dominion will say Amen to this warning from such a prominent figure in the financial world. We have over and over again shown that one of the worst things that could happen to the Dominion would be the introduction in London of unsound enterprises, which, whilst they might prove profitable to those who introduced them, would undoubtedly recoil on the country of their origin eventually. It must not be overlooked, however, that what would be considered as speculation by a London banker would probably be quite differently regarded in a progressive country like Canada, where the spirit of enterprise—sometimes, it must be allowed, speculative enterprise—is very keen. For a new country, not to advance is to stand still, and Canadians are so imbued with the spirit of progress that they are often quite ready to anticipate developments somewhat, and certainly would not submit to conditions that obtain in older countries. In the development of a country like Canada a certain amount of speculation is inevitable and justifiable. What we want to beware of is the unhealthy gambling in land and securities, which too frequently involves those who engage in it in serious losses. And it is of this class of speculation that Sir Felix was thinking, no doubt, when he offered his warning, quite as much as the commercial excesses which occur periodically in old as well as young communities.

* * *

Why British Capital is going Abroad. At the various meetings of banks and trust companies held during the past few weeks, allusion has naturally been made to the increasing tendency of British investors to employ their capital abroad, and various explanations have been furnished to account for this development. Mr. Robert Fleming at the meeting of the Metropolitan Trust Company, said Great Britain's enormous foreign investments "far from injuring trade at home, are a continuous and most valuable support to it." The income from these investments, reckoned at £140.000,000—equal to approximately £18 for every family in the United Kingdom—accounts mainly for the excess of imports, for the predominance of the consumer over the producer, and explains to a large extent how it is that more than forty millions of people can be supported in the little island. Successful industrial companies at home like Coats', Brunner-Mond, the Armament, and many other concerns, can obtain from their own shareholders all the funds they require for the extension of their respective businesses, but that aggregate is not large, the great public works of the country are practically completed, and superfluous capital must be sent abroad. That is Mr. Fleming's view, and of course a fair statement from his point of view. We admit that Britishers must go abroad for the investment of most of their savings. But there are two sides to every question. Let us look at the obverse side of the picture.

* * *

Paying the Penalty. Mr. Nathaniel Spens, speaking at the meeting of the Stock Conversion and Investment Trust, in alluding to the remarkable restoration in values in the United States, asked why the same causes as obtained in North America did not operate in England, and answered his own question by the statement that this difference was due to want of confidence. Let the latter be ensured, and more capital would be forthcoming for home investments. He urged that, whatever party was returned to power, its first endeavour should be to restore financial confidence which, as all the world knows, has been sadly shaken by the policy of the late Government. Sir Felix Schuster, at the meeting of the Union of London and Smith's, in referring to the depreciation in gilt-edged securities, said that to other causes must be added the unsettling effect of recent events. With regard to the export of capital, whatever the causes might be, there was no doubt that the channel of investment had been towards foreign rather than to home securities. When this movement was a purely natural one, when foreign Governments and industrial undertakings placed their issues on the London market because it was the banking centre of the world, the result was beneficial in many ways, for the raising of such loans led almost invariably to the placing of large orders with British manufacturers—a point that was recently emphasised in these columns. When, however, the stream of investments to foreign channels is due to other causes—for example, to fear of taxation and the desire to avoid it—the effect, as Sir Felix Schuster pointed out, can but be detrimental. It is, indeed, one of the deplorable consequences of heavy expenditure that the taxation it entails must be destructive of confidence, and confidence in commercial and financial matters is a sensitive growth, rapidly destroyed, and not easily restored. The credit of Great Britain is now suffering from the growth of Socialism, and as a direct result of this and the fears that it will be found necessary to raise heavy loans for naval purposes to make good the criminal laxity of the past four years, we see Consols—in a time of peace—at the low level of 82, and the India Government compelled to accept $96\frac{1}{2}$ per cent. for a $3\frac{1}{2}$ per cent. loan, as against the 99 per cent. obtained by the Canadian Government, a difference in favour of the Dominion of 2s. per cent. To sum up the position, it is admitted in financial circles that Great Britain is now paying the penalty of four years of Radical Government.

* * *

Quebec and Lake St. John Deadlock. It is exceedingly regrettable from every point of view that the Canadian Northern Railway Company has felt it necessary to withdraw the offer it recently made to the bondholders of the unfortunate Quebec and Lake St. John Railway Company. We have been favoured with a copy of the correspondence which has passed between the Railway Share Trust and Agency, Limited, the Trustees for the bondholders, and the Canadian Northern Railway, and also of the letter addressed to the bondholders by the latter company, stating their position in connection with the Quebec and Lake St. John system, and notifying the withdrawal of the offer which was recently considered by the bondholders. It is, of course, quite possible that the Canadian Northern Railway may feel a little irritated at some of the statements made at the meetings of the different bondholders, and by members of the Committees. Still, allowance must be made for the fact that the bondholders are smarting under the uncomfortable circumstances recently disclosed in connection with the property, and the prospective heavy scaling down in the nominal amounts of their stocks. But, whatever the feelings of the Canadian Northern Railway in the matter, it should not be overlooked that there is a large majority of the bondholders who at present do not appreciate the importance of the fine point which has led to the withdrawal of the Canadian Northern Railway's offer to them, but merely wish to have the whole position of affairs investigated, so that they may determine whether or no the proposals made should be accepted. In the City it is regarded as a great pity that such a subsidiary question as a choice of accountants should have caused the breaking off of negotiations between the Trustees and the Canadian Northern Railway. From inquiries made in well-informed quarters, we understand that if the Canadian Northern Railway refuse to renew their offer, the only course open to the bondholders is to put in a Receiver, and carry on the company until such time as it is decided what is the best course to pursue to save the property. We are glad to hear that correspondence is still proceeding between the different parties.

WINNIPEG IN 1909.

Statement by a City Official.

Mr. Charles F. Roland, Commissioner of the Bureau of Industries at Winnipeg, writes to us as follows:—

An outstanding feature of the progress made by Winnipeg during the year 1909 is the solid merit of the city's development, considered from a financial point of view. Travellers who see Winnipeg for the first time are invariably impressed with the solidity and substantialness of its buildings and the dignity of its wide and paved streets. Winnipeg enters the New Year with a strong, sound civic credit, and the city's stock is rated high by that accurate measurer of monetary values—the London Stock Exchange. Winnipeg has made very great strides in civic development, and all has been done upon a sound, safe, financial basis. Not only has the city's credit been advanced to a higher position, but the rate of interest on civic loans has been reduced, and the sinking fund re-established by receiving every dollar that the city was in arrears to this important department of public finances. The twelve months past show that the business activity in all lines has been very great indeed in Winnipeg. I venture to say that no city on the Continent of a population of 135,000 can show a bank clearings' increase for the year of over $100,000,000.

BUILDING GROWTH OF THE CITY.

Take our building figures, which, allowing for only about 5 per cent. for extras beyond that shown in registered permits, amount to $10,000,000 for 1909. Look into the manner in which this large sum has been distributed, and along the lines it has been laid out, and I believe there cannot be found a city on the Continent that can show distribution better balanced than is shown by analysis of the building figures of Winnipeg for the past year. Of the $10,000,000 expended, 20 per cent. was laid out in business blocks of strongly modern type and substantial construction; $500,000 in public buildings; $500,000 for factories, new and extended; $500,000 in public school buildings; $750,000 into big warehouses; and the balance of $3,750,000 for new buildings for a prosperous people.

INDUSTRIA EXPANSION.

Seventy-six new industrial companies took our charters in 1909, with an aggregate authorised capital of over $10,000,000. While all may not succeed in securing necessary capital, seven of these, representing a capital stock of $1,250,000, have already started, and ten others have got to the point where operation is assured. These statements do not include eight of our largest manufacturing firms whose business requirements have increased to such an extent that their capital stock has been increased from a total of $630,000 to $2,650,000, a fact that shows what possibilities there are in manufacturing in Winnipeg.

So great have been the actual developments in manufacturing in Winnipeg, and so great is the promise of the near future, that I believe the city will stand third on the list of Canadian cities in manufacturing output at the taking of the next census.

Some may consider this an extravagant forecast, but no doubt it is news to many of *Canada's* readers to know that we melted over 16,000 tons of pig and scrap iron in Winnipeg during the past year, and that more than 20,000 tons of structural steel was consumed locally, and 15,000 tons of this was fabricated right in the city: and that, too, in the face of the fact that those who spoke of iron industries in Winnipeg five years ago were looked upon as wild dreamers. As a plain matter of fact, the iron industry in Winnipeg is on the eve of much greater development than has taken place so far. Existing conditions make it possible for anything to take place. Inquiries are now pending that will eventually have the effect of establishing allied works of even greater variety than we have now, and which will be a very great help toward making Winnipeg one of the chief iron manufacturing centres of Canada.

SUBSTANTIAL PROGRESS.

Winnipeg is laying a firm foundation for this industrial expansion. Cheap power from the 60,000 h.p. hydro-electric plant now being developed on the Winnipeg River, a greater, and possibly cheaper, supply of raw materials, by the completion of the St. Andrews Locks, will do much to help this movement along, and the extension of our excellent street-car service into territory where splendid sites for factory purposes may be had will also be a very material aid.

Upon the sure foundation of these substantial elements, capital is increasing in Winnipeg, and will continue to increase even more rapidly than it has thus far. And why not? Look at our future, and you have only to swing the capitalist around central Canada's railway belt from Winnipeg to Calgary, to Edmonton, and back over the Canadian Northern, to show him that it is no exaggeration when we tell him that this city will soon manufacture the greater part of the $65,000,000 worth of farm and agricultural implements, hardware, leather, clothing, boots and shoes, building material, foodstuffs, paper, and other lines that are now being brought in.

Nor is this all. Look at the requirements that will have to be met. Take the average increase of population in Manitoba, Saskatchewan, and Alberta for the past five years. Bankers compound interest. Why not compound immigration? Every settler adds to the advertising strength of the country, and if the figures which the Dominion Government give are correct—as they undoubtedly are—we shall have a population of 10,000,000 in Western Canada in 1918. A reasonable system of calculating the resources of our future shows that we shall have as much as 50,000,000 acres cultivated in 1918, although there will still be two-thirds of our wheat land left. At an average of eighteen bushels of wheat to the acre, which is the average yield for the past five years, the grain revenue of Western Canada will be such that we shall be able to lend 40 per cent. of the $600,000,000 wheat crop produced, instead of being the borrowing people we are to-day.

When the West meets this development, what will happen in an industrial way? Why, we shall be making the 200,000 binders, the 40,000 threshing outfits that will be necessary to harvest the crop, the clothing, and all manner of staple goods that the ten million people west of the Great Lakes will need. Great car factories will be here for the building and repairing of the 600,000 freight cars that will be needed to carry away the wheat crop of 1918, and other forms of wealth will come with the wheat than those I have indicated. We shall fatten many thousand more cattle, make millions of pounds more of butter and cheese, raise tons upon tons more of mixed farming products, and will be generally a happy and prosperous people who, in looking back to 1910, will wonder why they had not the foresight to get in on the ground floor, as this is practically where we are entering upon one of the most promising years in our history.

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THE WINNIPEG INTERNATIONAL EXPOSITION.

"The proposition to hold a great International Exposition in Canada—at Winnipeg in 1913—is the logical result of half a century of exposition growth," says Mr. George M. Hall, in an article entitled "The Exposition Idea: Some Stages of its Growth." "Conditions were never more favourable for the application of the exposition idea than they are in Canada to-day. The country is exactly prepared, by possession of vast natural wealth and resources, in a state of partial development, and by its need of greater population and more capital to employ in the work of development, which must be done. The exposition idea is nicely fitted to do this work by having been carried to a point of perfection as a promoter of travel, of investigation, of immigration, and of investment in business opportunities of the sort in which Canada is so rich. There can be no doubt that holding an International Exposition in Canada will forward the filling of population and capital needs of the Dominion more efficiently than any other method that can be employed. The question of cost need not disturb anyone seriously."

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FROM HALIFAX TO PRINCE RUPERT.

A Review of Canada's New Transcontinental.

"A Canadian Engineer," writing in the *Daily Mail* upon the new Transcontinental line which is to cross Canada from Halifax to Prince Rupert, says:—

"This new world-highway begins at Halifax, crosses Nova Scotia and New Brunswick, traversing the storied land of 'Evangeline,' and enters the Province of Quebec at Edmundston. The St. Lawrence River will be crossed at Quebec, over one of the biggest bridges in the world. West of Quebec the work is not unusually heavy, as it passes through an agricultural country for the first fifty miles; then, however, it enters the broken country, passing through the famous asbestos mining region and entering the great pulp wood forest of Northern Quebec. Here the work is very heavy—mostly rock work—but nearing the boundary line which separates the Province of Ontario from Quebec, a vast level stretch of clay land is encountered. This clay belt is 150 miles wide from north to south, and 300 miles long. Passing out of this clay belt, west-bound, we come into that gnarled and twisted territory common to the 'north shore' country, where it is almost continuous rock work.

"From Fort William, on Lake Superior, the railway company have built a branch up to the main line at a point called Superior Junction. The line is 200 miles long. Some idea of the difficulty of the work may be gathered by the statement that the contract price for the finished line from Winnipeg to Superior Junction was over £2,000,000. Although there are no mountains here, a number of tunnels had to be made through the rocky humps of this broken wilderness, for the grade must be kept uniform and must not exceed four-tenths of one per cent. per mile.

"Winnipeg is almost exactly midway between Halifax and Prince Rupert, the Pacific Coast terminus of the Grand Trunk Pacific. Although the road from Winnipeg to Edmonton, a distance of 792 miles, is called the 'Prairie Section,' it entailed a great deal of what reasonably might be called 'mountain building.' The prairie west of the Province of Manitoba is broken by deep valleys, creeks, and coulées. One short cut, I remember, held 130,000 yards of dirt, and at the end of it a canyon 150 feet deep had to be bridged.

"Then, too, keeping the line to a four-tenths grade necessitates the bridging, not only of the rivers and streams, but of the valleys as well. The Battle River in Alberta is not 100 yards wide, but the steel bridge by which the train crosses it is 186 feet high and more than a mile long. Another great bridge takes them over the North Saskatchewan, near Edmonton. Eighty-sx miles west of Edmonton the Pembina River is crossed by a steel structure 206 feet high and 900 feet long. Naturally, one would imagine this a broken and hilly country, but it is not so. The land is comparatively level, rich, and fertile all the way from Edmonton to the Pembina River and some distance beyond. The grade has been completed for 100 miles or more west of the Pembina, where another steel bridge is being put in across the McLeod River.

"Beyond the McLeod we enter the real mountain section, and the grade here is the same as that of the Prairie Province. This is the marvel. Railwaymen find it difficult to believe that a transcontinental railway can cross from ocean to ocean, passing at the foot of Mount Robson—the highest mountain in the Dominion—travelling along dark canyons in deep gorges, skirting the shores of great lakes and mighty rivers, and yet without exceeding a gradient of four-tenths of one per cent. per mile from ocean to ocean. And yet this is an established fact. Between the end of the dump at the eastern foot of the Rockies and the end of the grade now finished, 100 miles east of Prince Rupert, some five or six hundred miles of mountain work remains to be done."

KINEMATOGRAPH PICTURES OF CANADIAN LIFE.

Views in Canadian Northern Districts.

A private invitation kinematograph matinee, showing a new series of pictures taken in the districts served by the Canadian Northern System in Canada, by the Charles Urban Trading Co., Ltd., was given by the Canadian Northern Railway Company in the Palace Theatre on Friday afternoon last, before a large number of interested spectators.

Mr. C. N. Harding, Secretary of the Company, who explained the meaning of the pictures as they appeared on the screen, stated that the object of the entertainment was two-fold. In the first place, it illustrated the nature and resources of the country; and secondly, it showed the part that the Canadian Northern was playing in its development. In the course of his remarks he referred to the immigration now taking place from America, and said that a very large number of young American farmers were expected to invade Canada this year. While this "invasion" was entirely welcome, it was nevertheless advisable to encourage an even larger body of emigration from Great Britain.

The first picture thrown on the screen was a map of the company's system, and the speaker explained that the Canadian Northern originally was a Western railway, and began in Manitoba in 1897, with 100 miles of road. Since then it had constructed a mile every day until it now controlled over 6,000 miles. Opening in Manitoba alone, it now operated in Manitoba, Saskatchewan, Alberta, Ontario, Quebec, and Nova Scotia; and. the British Columbia Government having within the last few weeks obtained practically the unanimous approval of its electorate to a proposal for extending the railway to the Pacific coast, it would not be long before the C.N.R. trains would be threading their way through the seventh Province to Vancouver and the Pacific Ocean.

The programme proper, which was divided into three parts, and in the course of which those present were practically transported from Halifax to Vancouver, then commenced with wonderfully clear moving pictures of scenes on the company's lines in Nova Scotia.

Arriving by steamer from Boston, U.S.A., at Yarmouth, the journey was made by rail to Bridgwater, with its lumber mills and yards; then on to Chester, with its harbour, and Halifax, with its marketplace, taking in St. Margaret's Bay. Views of the water sports at North West arm, and sea-bathing at Hubbard's Beach, were shown. The Province of Quebec was then entered along the new line skirting the river St. Lawrence, and crossing the river St. Charles to the final destination, Quebec. A digression was here made to show some intensely interesting scenes of logging in winter and summer, general views of Quebec, Ottawa, Montreal. The Canadian Northern steamships soon to enter the Atlantic service were also shown, and the moving pictures were continued with the illustration of pulp manufacture in all its branches as carried on in Quebec. When the square timber trade declined it was thought that the forests on the St. Lawrence were exhausted, but the last two decades have revolutionised the situation. Paper is made from pulp, and pulp is made from spruce wood, ground between millstones imported from England. In Quebec thousands of square miles of spruce forests have already become tributary to paper manufacturers.

Ontario was next visited, and pictures of Niagara Falls, the Muskoka Lake District, and Kakabeka Falls were shown, as well as some wonderful views of the brick, iron, and coal industries at Atikokan, Moose Mountain, and Fort Frances. While on the subject of coal mining, views of the work going on at Edmonton and Morinville, Alta, were included.

After a short intermission, and some general views, the Middle West was reached through Port Arthur, with its coal docks, coke ovens, and smelters, and general farming scenes in the Prairie Provinces were witnessed, as well as scenes in and near growing prairie towns. Perhaps the most interesting feature of the whole programme, however, was the "emigrant's progress," showing the development of a homestead from virgin soil to a thriving farm where the owner superintends fifteen binders working together from his motor-car.

After a visit to Winnipeg, rapid progress was made through Saskatchewan and Alberta, after which followed another digression to show how it was that the company was able to construct a mile of track a day.

British Columbia, with its fruit, coal, copper, and salmon-canning industries, was the subject of the next series of pictures, and the programme concluded with "Beauty Spots in British Columbia" and "Sunset on the Pacific."

Tea was served to the guests during the intermissions. A hearty vote of thanks was tendered to the Directors of the Canadian Northern Railway Company for the pleasant and profitable afternoon's entertainment. A selection of these pictures will shortly, we understand, be included in the usual evening programme of the Palace Theatre.

THE FRENCH-CANADIAN "HABITANT.'

Vivid Speech by Sir Lomer Gouin.

Sir Lomer Gouin, the Premier of Quebec, recently addressed the Canadian Club of Toronto upon the subject of "The Habitant." As was to be expected from so prominent a French-Canadian, Sir Lomer's speech put before his audience a vivid and sympathetic picture of the simple, lovable people of Quebec. In the first place, he sought to remove some wrong impressions as to the name "habitant." The word, he said, was not one of reproach, but one of dignity. Those who first assumed the title while holding their land under feudal tenure would not accept any designation such as "Cenntoire," which carried with it an idea of a servile status, but preferred to be called an "inhabitant" of the country, "a free man, and not a vassal." The term subsequently served to distinguish the families of original founders from immigrants of a later date.

"LA BELLE CANADIENNE."

Sir Lomer then drew a picture of the wife and mother, of the devotion of the members of the family, and the religious tone that pervaded the home.

"Despite the cares and responsibilities of maternity," he said, "there are few more active, more helpful, and more light-hearted companions than the habitant wife and mother. 'La Belle Canadienne" they call her, and how well she deserves the compliment! How attractive she is, those of you who have travelled in the Province of Quebec don't need to be told, and those of you who have not should come in and see. How good she is time would fail me to tell you. Usually of robust constitution, strong in the religious faith that sustains her under her many burdens and responsibilities and in her sense of duty—domestic, frugal, and industrious—a devoted wife and indulgent mother, she appears to be a combination of all the virtues.

"The habitant is prouder of his large family of children than of any of his worldly possessions," continued Sir Lomer. "The poorer he is the more delighted he appears to be with them. This was one reason, perhaps—the more numerous his family the greater number of willing workers there are upon the farm.

"But one must be given back in return to the good God who gives them so large a progeny. The brightest and best of the flock is selected, with the approval of the parish priest, for the holy mission, and the height of human ambition and happiness is reached for them when the old father and mother, occupying the seats of honour in the church, are the first to receive the sacrament at the hands of the child whom they have given to God when he celebrates his first mass."

In conclusion, Sir Lomer emphasised the French-Canadians' loyalty to Canada and to the Empire in the following sentences:—"We are fellow-subjects of one King, one Crown, one Throne. The habitant makes no effort to conceal his affection for France. His love of her is for the land of his origin and his early ancestors. His love of Canada is for his own native land. He recognises kindred affections on the part of Canadians of other origins. So may it continue! Shakespeare makes Brutus say: 'Not that I love Cæsar less, but that I love Rome more.' Thus may it be with all of us! May we not love the land of our respective origins less, but may we love Canada more."

LORD STRATHCONA'S MESSAGE TO WESTERN CANADIANS.

"A Great Heritage and a Great Responsibility."

Lord Strathcona, in a letter to the people of Western Canada, which appears in the New Year number of the *Western Home Monthly* says:

"The memories of my recent visit to the West are fresh and vivid. It will not be possible to readily forget either the impressions made upon me by the country through which I passed, or the warm and far too flattering welcome I received everywhere. I thought I had a fair idea of the progress that has been made since my previous visit, but the reality proved to be much greater than my imagination. No matter what one may have thought many years ago of the possibilities and potentialities of the West, views of the kind are strengthened a hundredfold by what can be seen to-day.

"It must be remembered, also, when pondering on the matter, that the resources of the West—and in the West I, of course, include British Columbia—are exceptionally bountiful. Agriculture, dairying, stock-raising, and fruit-farming employ tens of thousands of families. As to fruit, I received some samples of apples a few days ago grown on the prairies of Southern Manitoba, which will compare favourably with those raised either in the East or in British Columbia. Then there are minerals of all kinds, forests, abundant fisheries; to crown it all, a network of railways affords access for all its natural products and manufactures to the local markets, and those of the world are open to them by the Atlantic and Pacific. In these circumstances, enthusiasm about the future of this great country is not only pardonable, but cannot be helped; and when one begins to think in figures, either of population, of production, or of trade, the estimates become bewildering on account of their very vastness.

"The inhabitants of Manitoba, Alberta, Saskatchewan, and British Columbia have a great heritage, and at the same time a great responsibility. I have no doubt whatever that they will prove equal to the occasion. It rests with them to see that the reputation of the British Empire in the observance of law, order, justice, good government, and careful finance, is fully maintained. They must not forget that while belonging to particular Provinces of the Dominion, they are also Canadians in the wider sense and citizens of the great Empire, and that they must look forward to sharing its burdens as well as its joys. And further, it is beholden to them to hand down intact to those who will follow them the priceless heritage to which they themselves succeeded. So long as our race, both in the United Kingdom and in the Dominions Beyond the Seas, retains its pride in its history and traditions and its determination to maintain its predominance of many centuries, all will go well, and the British Empire will continue to flourish and prosper.

"In making these few remarks about the West, it must not be thought for a moment that I am unmindful of the attractions of the Eastern parts of the Dominion. They can show a record of progress and prosperity in the past of which they are justifiably proud: and they believe the future has a prospect for them as bright as any that the West can expect. There will be rivalry between the East and the West, that is certain, but it will be of a friendly and family character, and will form the foundation on which will be built a strong, happy, prosperous, united, and contented Canada."

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

"READER" (Uxbridge).—We cannot give advice with regard to West African shares.

L. P. (Buxton).—Yes, the Canada Cement Bonds are an excellent investment, and preferable from your point of view to the Preference shares, which are, of course, more speculative, although showing a higher yield.

J. T. R. (Canterbury).—The yield is exactly 3½ per cent., and the stock quite equal to any of our own gilt-edged issues.

W. B. Winchester).—We see no reason to alter the list. Perhaps you might sell No. 6, and re-invest the proceeds in a provincial issue, which you could easily do, and gain ½ per cent. by the exchange.

"SUBSCRIBER" (Birmingham).—Take your profit. We think the steam is out of the shares, and as you still have 7s. a share profit, we should advise you to take it, and wait for a reaction to get in again.

F. P. (Kentish Town).—You can buy Canada Three and a Half per Cent. stock in multiples of £10. This security will certainly go higher within the present year. Another safe security is Montreal Street Railway Four and a Half per Cent. bonds, which will give you nearly the full rate at the current quotation. If you look for a higher return, Montreal, Toronto, Ottawa, or the bonds of any of the leading Canadian cities are worth your consideration. Write us again, stating how much you have to invest, and we will draw you up a list.

"READER" (Kensington), C. O. J. (Dublin).—Although we do not reply, except in special cases, by letter, we have done so in your case, as answers under this heading would have been too late to be of any service to you.

EMIGRATION.

W. H. (Lincoln).—If you send your address we will answer in greater detail than it is possible to do upon such a matter in this column. Should advise your staying over in Montreal and Toronto before going further West, and going out as soon as possible after middle of March. You can book through to Toronto, with power to stop over at Montreal.

GENERAL.

J. PATON.—You are almost certain to obtain the ammunition you name without any difficulty in Vancouver.

R. E. C. (Islington).—The first paper to be published in Winnipeg, or as it was then known, Fort Garry, appeared between Christmas and New Year, 1859. It was a four-page weekly and was called *The Nor'-Wester.* The principal daily papers now published in Winnipeg are the *Manitoba Free Press*, the *Telegram* and the *Tribune.*

R. W. M. (Exeter).—You will find a good deal of the information you ask for in the *Canadian Official Railway Guide*, which contains a gazetteer, and it is published monthly by the International Railway Publishing Co., 34, Beaver Hall Hill, Montreal, price 50 cents or $2 per annum. The distance between Skagway and White Horse by the White Pass and Yukon Railway is given as 110½ miles.

T. E. C. (Richmond).—The principal export of Canada is that of agricultural products, including all kinds of grain and flour, cheese, butter, etc.; next in value is the export of animals and their produce; then comes lumber and all other products of the forest, including pulp; fourth on the list are the mineral products, which promise soon to take third place. In 1909, the value of the Canadian manufactures exported was officially estimated at $28,957,050; the sixth heading under which exports are ranked is that of "products of the fisheries," the total value of which in 1909 was placed at $13,319,664. The total exports of the Dominion in 1909 were valued at $259,922,366, as compared with $183,237,555 in the year 1900.

R. F. (Twickenham).—Quite a number of English-born lads are completing their education in the public schools and Universities of Canada. As regards the former there are certainly four which are largely run upon the lines of the best English schools, but where the system so far differs that the lad who is intended to earn his living in Canada is likely to be far better equipped for the battle of life. Address the Rev. Dr. Bruce McDonald, St. Andrew's College, Toronto.

ENQUIRY COUPON.

"CANADA," No 213, Feb. 5, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

FESTIVAL OF EMPIRE.

Viking Ships for the Invaders.

The Master of the London Pageant (the central feature of the Festival of Empire, to be held at the Crystal Palace this summer) has just received a most interesting model of a Viking ship, which was discovered in 1880 in a grave-mound at Gohstad, near Sandefjord, just outside the mouth of Christiania Fjord. On the lines of this model will be built the Danish boats that are to be utilised in the "Danish Invasion" scene. The Danes will row up the Thames, which, for the purposes of the Pageant, will be the lake at the Crystal Palace, and break down London Bridge, the defenders being hurled into the water. The original of the model that has been received is preserved in the Museum of Antiquities at Christiania. She was about 77ft. long from stem to stern, 65ft. on the keel, 16¾ft. broad amidships, depth at the same point 5½ft., rising to 8½ft. at either end. She was clinker-built, pierced for sixteen oars a-side, with a block amidships for stepping the mast, fitted with small shutters for closing the oarports when not in use, rudder hung on the starboard side, whence this side got its name (steerboard).

Outside, along the gunwale, were hung thirty-two shields on each side, painted alternately yellow and black, and hung so as to overlap each other. This ship is generally supposed to have been built for use on the comparatively smooth waters of the Norwegian Fjords, and the vessels in which the Vikings crossed the North Sea were probably of a stouter and heavier build.

The February issue of *Chambers' Journal* contains articles upon "Portland (Maine), Longfellow's Beautiful Town," "Boy Scouts," by Basil Tozer; "Regimental Pets," and other interesting subjects. A story is told in "Regimental Pets" of the goose which was obtained by the Grenadier Guards when that regiment was in service in Canada in 1838. Peter, as the goose was called, was eventually killed by being run over by a cab.

THE MAGAZINES.

Writing of "The Late Provost of Eton" in this month's *Cornhill*, Bishop Welldon tells the following excellent story:—"I remember the case of a boy who in writing a Latin declamation had saved himself trouble by incorporating in his exercise a long passage of one of Cicero's speeches in the hope that his plagiarism might escape the head-master's vigilant eye. Dr. Hornby did not punish or censure him, but when the award of the prize was announced he simply remarked, 'F.'s declamation was an excellent specimen of Latinity, and he would probably have won the prize if he had not unfortunately been anticipated in a whole page, not only in his ideas but in his very words, by a distinguished Latin writer named Cicero.'" "Canadian Born," by Mrs. Humphry Ward, is continued, and there is, in addition, a large budget of very readable material of manifold interest.

* *

Cassell's Magazine for February contains a topical article upon "The Worries of a Would-be M.P.," and a most interesting paper by Mr. Charles Urban upon "The Romance of a Bioscope." There is also a quantity of fiction.

* *

In the current issue of the *Pall Mall Magazine* appear two stories, the scenes of which are laid in Canada, by M. W. and A. Kinross and Lawrence Mott, respectively. H. M. Walbrook tells of an evening spent "behind the scenes" at Drury Lane pantomime, and other articles deal with "Rinking," winter sports in the Alps, and life at Khartoum.

* *

The Smart Set for February contains a lengthy story entitled "Her Passionate Pilgrimage," by Weymer Jay Mills, besides many other tales, several poems and modern quips, cartoons, portraits of prominent actresses, humorous drawings and illustrated fashions.

* *

In addition to an article upon the Badminton Hunt, by Arthur W. Coater, *Fry's Magazine* for the current month deals with "Swimming the Worm for Grayling" (W. Carter Platts); "Winter in Switzerland"; "The Right Length of Holes at Golf"; "Some Racing Reminiscences" (Arthur Birch); and several good sporting stories.

* *

The complete novel in the January *Lippincott's* is by Lucy Meacham Thurston, and is entitled "The Heaven of the Unexpected." There is also a discussion upon "What is Wrong with Our (United States) Public Schools?" by Joseph M. Rogers; a well-written comedy by Rupert Hughes; and a number of additional stories.

* *

There are several articles of considerable interest in the February number of *Travel and Exploration.* Lord Ronaldshay has written a thoughtful and illumining article on some aspects of the East. "Searchlight" reviews the chances of Captain Scott's South Pole Expedition, and gives reasons, more or less convincing, for his opinion that the enterprise will at last be crowned with success. Sir Harry Johnston gives some valuable expert advice on tropical outfit. The useful series of articles on "Outfit and Equipment" is continued.

* *

The contents of the *Magazine of Commerce* for February include articles upon floating docks; the project which is to make Birmingham the second largest city of the Empire; "Growing the World's Coffee," and other subjects of interest to the commercial man and manufacturer.

The latest issue of Messrs. Lloyd's "Sixpenny Dickens" is "Dombey and Son." The illustrations are from the original drawings by F. Barnard.

PORT ARTHUR, *THE WHEAT CITY AND INDUSTRIAL CENTRE* at the Canadian head of Lake Superior, with its 37,000,000 bushel elevator capacity. In the centre of the North American continent, at the head of navigable connection with Europe, South-Eastern Canada, Duluth, Chicago, Detroit, Buffalo, and New York. Has foundries, a blast furnace, millions of tons of iron ore, gold, silver, copper, nickel, etc. Large saw-mills and forests of spruce, pine, poplar, birch etc. **THREE INTER-TRANSCONTINENTAL RAILWAYS.** Offers **FREE SITES, CHEAP ELECTRICAL POWER,** and **OTHER CONCESSIONS TO PROSPECTIVE** [illegible] **INDUSTRIES.** For further particulars address [illegible] City Clerk, Port Arthur, Ontario, Canada. $100,000 worth of eggs used annually. Want farmers to take up each **160 ACRES FREE GRANT LANDS,** to raise and grow [illegible] worth of farm produce. For new pamphlet, how to get here, and further information, write to R. A. BURRIS, Canadian Government Immigration Agent, Port Arthur, Ontario, Canada. Port Arthur, [illegible] the great West [illegible] population of upwards of two million people, and room for fifty millions more, rapidly filling up, is the centre for manufactures and wholesale establishments.

CANADA

No. 214. SATURDAY, FEBRUARY 12, 1910. Vol. XVII. 6D. WEEKLY.

A SUNSET IN NORTHERN ONTARIO.

A VIEW ACROSS THE MONTREAL RIVER IN THE COBALT DISTRICT.

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
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NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

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EMIGRATION AND THE EMPIRE.

MR. A. W. SMITHERS, Chairman of the Grand Trunk Railway, touched on the emigration question in his speech at the Canada Club dinner last week. "Hardly ever," he said, "has a nation had to deal with a more difficult problem than we have here at home in the care and disposition of our surplus population, and never, so it seems to me, was the remedy so near at hand. Here we have the people, in Canada they have the land."

There is no doubt that the problem thus pithily expressed is one of the greatest importance to the Empire. The evil of over-population increases steadily in the Old Country. Canada, with enormous areas of fertile land to be cultivated, is calling for men, and if the Mother Country does not supply them, she must go on taking in hordes of Americans which is not a thing to be desired from an Imperial point of view. As Mr. Smithers said in his interesting and well-weighed speech, a British statesman is badly wanted who will make it a question of high policy to find the way to help, educate, and transport, under conditions acceptable to the Government of Canada, the workless population of Great Britain, who would find in Canada ample employment at good pay.

By the opening of some eighty Labour Exchanges under the direct control and supervision of the Board of Trade, the British Government is making, as the outcome of the Labour Exchanges Act, an attempt to deal with the evils of unemployment. Hitherto all effort in this direction has been the result of private or municipal enterprise, but henceforth a national experiment is to be made to provide employment for those able and willing to work. The scheme is new to Great Britain, but it has been tried with varied success in France, Germany, and Switzerland.

While we regard this experiment with the greatest interest, we cannot but think that the scope of the Labour Exchanges might with advantage be extended, so as to be of Imperial as well as local service. Here in Great Britain there are thousands of good workers who cannot find employment. We are not referring to the hopeless "unemployed," who are for the most part unemployable. For these, we fear, no Labour Exchanges, no legislation, no private philanthropy can do much. They form a problem that seems to defy solution. But, so far as the good workers who want work are concerned, it seems to us that the Labour Exchanges might be made much more useful than they are likely to be. The Dominions overseas are one and all eager to receive good, hardworking Britons: and here in Great Britain are thousands of men who would do well anywhere, praying for work, but without the means to take themselves and their families to a Dominion overseas.

There is not one Dominion overseas that is not crying out for labour and British labour in preference. Especially, as Mr. Smithers pointed out, is this true of Canada, with its vast acres of virgin soil to be cultivated, great railroad enterprises to be carried out, new towns to be built, and cities to be enlarged. Here, in truth, is work in abundance for capable, hardworking men, and for women, too. Not only is the West calling for unskilled labour, but the East is asking for skilled mechanics and artisans. The Canadian Manufacturers' Association recently circularised its members with the object of finding out how many men were needed in the various provinces. In all 463 manufacturers replied to the circular, and of these 150 required hands. These 150 manufacturers were in need of 5,962 men and women workers—British Columbia 150, Manitoba 42, New Brunswick 20, Nova Scotia 32, Quebec 2,216, and Ontario 3,502. In the West men for the lumber camps and the farms are always in demand.

If we look at the matter Imperially, and recognise that Canada is quite as much part of the British Empire as London, we shall, perforce, arrive at the conclusion that there is something wrong in the government of the Empire when in one portion of it there is congestion in the labour market, and tens of thousands of willing workmen are in despair because there is no work for them to do; and in another portion there are great enterprises crippled for lack of labour, factories almost at a standstill for want of hands, and fertile lands untilled for the need of men to do the work. No doubt the same might be said of other Dominions. Yet there is the Mother Country suffering from over-population. It is useless to talk of "Back to the land" in the Old Country as a cure for the evil. Desirable as it is to try to stem the flow of men from the country to the towns, the fact remains that even if all the suitable land were put under cultivation only a fringe of the great question of unemployment would be touched. While we believe in the truth of the saying that agriculture spells the health of a nation, the encouragement of agriculture in Britain, whether by Small Holdings Acts or other legislation, will not provide a solution of the problem.

Sometimes when we talk of emigration as a means of mitigating the evil of unemployment in Great Britain, we are met with the retort that it must be a bad thing to send away a country's "best." To that we can only reply that if you cannot keep your best in work, you had better encourage them to emigrate than drive them to despair. While the Dominions overseas do not want and will not receive—the wastrels and unemployables from the Mother Country, they would gladly take the surplus of good workers who cannot find work where they are. In that they would not be robbing the Old Country of their "best," as the objectors have it, but would be merely saving the "best" from disaster.

The problem of unemployment on the one side and of the need of labour on the other being always present, would it not be to the advantage of both the Mother Country and the Dominions if there were some State action in the matter? Why, for instance, could not the British Government, in connection with the Labour Exchanges, undertake to select good and capable workmen applying for work, and despatch them to such portions of the Empire as needed the kind of labour in which the men were respectively skilled? Surely it would be cheaper in the end for Great Britain to pay the passage out of such men, than to have them at home struggling in vain for a livelihood. What is needed is a State Department of Emigration in the Mother Country, assisted by the Governments of the Dominions overseas.

⁂

AN IMPERIAL SECOND CHAMBER.

On the eve of the assembling of the new Parliament at Westminster, reform of the House of Lords is in the air. It remains to be seen if the Government are to allow the question to remain there. They have an unrivalled opportunity of putting into operation a practicable scheme. They themselves have given up all idea of "ending" the Upper Chamber, but they want to make some change in regard to it. The Opposition have committed themselves to a policy of "mending" it. The way to reform, therefore, was never clearer, and possibly will never be so again. The only matter which is in doubt is the will on the part of the Government. It is all the more desirable they should have it strongly impressed upon them that the psychological moment has now come for making the House of Lords worthy of its position as the Second Chamber of the Imperial Parliament. Within the last few days attention has been again drawn by correspondence and comments in the London Press to the desirability of making provision for a strong representation of the Oversea Dominions in the House of Lords. This, it will be remembered, was part of the policy recommended by Lord Rosebery's Committee more than a year ago. Such a step was urged in the columns of *Canada* so long ago as March, 1906. The subsequent development of public opinion has but served to emphasise the views we then expressed. The creation of an adequate number of "Barons of the Empire" would, there can be no doubt, have none of the party significance attaching to new Peerages of the United Kingdom. It would give gratification to all true Imperialists in the United Kingdom, and would be hailed by every Canadian, Australian, New Zealander, and South African as at least one step in the right direction.

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NOTES OF THE WEEK.

Canada's Sympathy. Canada has shown the most practical sympathy with the sufferers by the Paris floods. Sir Wilfrid Laurier was not content with formally expressing to the French Government the feelings entertained by the Government and people of Canada towards the citizens of the French capital. That message has been promptly followed up by an offer to contribute $50,000 towards the relief funds. This action will be warmly approved by the Canadian people as a whole. The ties connecting Canada with France are only second in closeness to those connecting the Dominion with Great Britain herself. The Government's action is directly along the lines of sentiment that count for so much in the relationship of one people with another. Links with the past are always strongest in times of trial such as the capital of France has just been passing through.

* * *

Canadian Cities and British Trade. A good deal was said during the Home election campaign in regard to the trifling importance of British trade with the Empire overseas as compared with its volume with foreign countries such as Germany. Such critics of the value of the policy of preferential tariffs within the Empire would do well to study recently published official figures, which show the growth of the Customs revenue of twelve towns in Western Canada since 1901, when the majority of them were little more than villages. In no instance have the duties paid failed to increase by less than 260 per cent. in the nine years. At Edmonton, the capital of Alberta, a city which promises to rival Winnipeg as a distributing centre for an immense area rapidly filling with new settlers, the increase has been 1,529 per cent.; and at Regina, which occupies the same position in regard to the new Province of Saskatchewan, the increase has been over 1,100 per cent.; at Moose Jaw, 1,000 per cent.; at Calgary, 920 per cent., and so on. Though the Americans have, as usual, been ahead in establishing factories where they found the tariff too great a handicap, there are still splendid opportunities for the British manufacturer and the British capitalist to establish themselves and secure a share of a trade which must grow faster than that of any foreign country.

* * *

The Newfoundland Market. We spoke in a recent issue of "Blue Books that were not dry." There are many that are something more than mere books of reference, only to be opened when needed. An example of this kind of Blue Book is afforded by one recently issued by the Canadian Trade and Commerce Department, which is devoted to a special report upon the trade and commerce of Newfoundland made by Mr. J. E. Ray, the Canadian Trade Commissioner at St. John's. As the population of Newfoundland is limited, amounting to about 235,000, there is naturally a tendency on the part of the commercial world to under-estimate both its purchasing power and the extent of its market. Its geographical position has, Mr. Ray suggests, tended to depreciate its value as a sphere of commercial enterprise. Probably no part of the British Empire has been so little understood as Newfoundland. It is only during the past few years that the commercial world has gone in search of trade in Newfoundland. Whatever goods the business houses of the colony needed, they had to seek in the larger commercial centres of the world: it was not considered worth while to despatch travellers to the island in search of business. Those days of neglect are gone by now, and to-day Great Britain, the United States, and Canada are eager to seek out the requirements of Newfoundland, and a keen battle for supremacy in this market is persistently waged by these three commercial competitors. When it is stated that the imports of Newfoundland during the year ended June 30, 1908, amounted to some $11,500,000, some idea of the value of the market may be obtained. Moreover, it is a market that is bound to increase. Although the population of Newfoundland has not increased by more than 10,000 during the last ten years, it is quite certain that a large increase will take place during the next ten years. The rapid development of the pulp and paper industry in the interior of the colony cannot fail to leave its impress upon the population in the future. There are, too, extensive mining operations to be carried out in the island in the near future, and these will tend to increase and enrich the population.

* * *

Canada's Share. What is Canada's share in this growing market? What is she doing to strengthen her commercial position as regards the island? These are questions which Mr. Ray has answered very fully in his admirable report. Canada has the advantage of being nearer to Newfoundland than either of her two rivals. The report shows that Canada is not at present in a position to supply certain commodities to the same advantage as the United Kingdom and the United States, but with the rapid development of every branch of Canadian industry, there is every reason to believe that each year will see Canada displacing various commodities now regularly imported from the other two countries. The movements of the imports of the colony during the last twenty years will be of great interest to Canadian exporters as indicating not only the accomplishments of Canada, but also what it is still possible to accomplish. The following table shows the imports of the colony in the years 1888, 1897, and 1907-8:—

	Total Imports.	Canada.	United States.	United Kingdom.	Other Countries.
	$	$	$	$	$
1888	7,420,400	2,041,144	1,602,138	3,265,229	511,889
1897-8	5,188,863	1,823,238	1,671,134	1,519,253	175,238
1907-8	11,516,111	4,257,647	3,859,892	2,668,802	729,730

It will be seen that, while Canada and the United States are running a very keen race for supremacy, the United Kingdom has lost ground to such an extent that her exports to Newfoundland are now $596,427 less than they were twenty years ago, in spite of the fact that Newfoundland's purchasing power has increased by $3,000,000 during that period. Mr. Ray urges the need for Canadian firms to see that their travellers visit the Newfoundland buyers periodically, and to remember that Canadian firms who place Newfoundland in the hands of their representatives in the Maritime Provinces cannot hope for success. A very interesting feature in connection with Newfoundland's exports is the increased trade with Canada, to the extent of $1,000,000 in the year 1907-8 in comparison with the returns for 1900.

Canada and Combines. We have never been among those who think that a necessary concomitant of tariffs in Canada will be the existence of tyrannous combines or trusts. We have, rather, urged the view that, although combines may be detrimental and tyrannous if carried out dishonestly, as is too often the case in the United States, yet it is perfectly possible for a combine to be a benefit to the public. When three or four big commercial enterprises unite, there is a saving of expense, in that only one staff of management is necessary instead of four. Obviously, if the concern be carried on honestly, the produce of the combine can be sold more cheaply to the public, since it is turned out at a less cost than was possible when the four companies were competing with each other and there were four managements to be paid. But although we do not anticipate that Canada will suffer from combines as the United States have done, it is always worth while to take steps to render such a thing impossible. Prevention is better than cure, and the Bill introduced into the Dominion House of Commons by Mr. Mackenzie King is rather in the nature of a deterrent than a penal measure. "There are certain classes of industrial evil," said Mr. Mackenzie King, in introducing the Bill, "in the remedying of which it is believed that publicity is more effective than a mere penalty. It may not be that publicity will in all cases prove an effective remedy, but in industrial matters it has been proved many times in the past to be effective. While this measure provides machinery of a nature calculated to let in light upon the working of large corporations, the legislation does not rely entirely upon publicity to bring about the desired remedy." One of the remedies already exists with such articles as are protected by the tariff, in that if the report of the Board states that a combine exists in connection with the production or sale of such an article, the tariff may be reduced or removed altogether.

* * *

As Others See Us. Appreciation of Canada's progress is warmly expressed in the United States, and the true worth of such appreciation is understood when we remember that the United States have gone through much the same stages of development as Canada. Not only do Americans show appreciation of the Dominion by emigrating to it to the number of nearly 100.000 in a year, but the newspapers in the United States cannot withhold their tributes of admiration. We must not lose our heads, however, amid the chorus of praise of Canada and its great possibilities; at the same time we cannot but feel that the country does deserve all the praise that is given to it. The New York *Sun* said the other day:—"As for material development in Canada, there is little doubt that the census of 1911 will show an increase of at least 50 per cent. in population. Foreign Commerce grew from $220,000,000 in 1890 to $380.000.000 in 1900, and Mr. Fielding's estimate for 1909 is more than $650,000,000. On a capita basis this is nearly three times the per capita rate of the United States. The national wealth statistics are not available, but everything points to an enormous gain. Several decades must pass before Canada attains the present stature of the United States, but the last twenty years, and, more notably, the last ten years, have given a tremendous impetus in that direction."

* * *

The Development of Quebec Province. From the time when Sir Lomer Gouin, the Premier of Quebec, placed the Hon. C. R. Devlin—ex-M.P. for Galway—in charge of the Department of Colonisation, Mines, and Fisheries, active measures have been taken to make the undeveloped resources of the French-Canadian Province better known and appreciated by the capitalists of Europe. The mining laws have been amended with a view to encouraging prospectors: in the Lake St. John district alone over $40.000 has been spent on new roads, and surveys are being made for the extension of railway facilities to those areas of the Province where untouched forests and minerals are waiting. Considering the geographical position of the Province and the comparative abundance of cheap labour there it seems astonishing that Quebec has been so long neglected. New Brunswick and Nova Scotia are already paying more attention to the need for their interests to be better looked after in Great Britain, and we hope Quebec will soon follow their example by establishing a resident official representative in London. An excellent opportunity for drawing special attention to the French-Canadian Province will be afforded by the International Exhibition about to be held in Brussels.

* * *

Our Prize-Winner's Tour. In this issue the winner of our third prize competition commences to describe the third thousand miles of this trip from the St. Lawrence to the Pacific. Mr. Blaynay's impressions of his tour are valuable from many points of view. They are not least so in that they are not confined to any particular interest. Mr. Blaynay has gone to Canada in order to see the country as it is, and to present it to our readers in a totally unprejudiced manner. He is not confining his attention to either town or country. He has already described his journey from Montreal as far as Brandon, and he is now approaching Saskatchewan. Mr. Blaynay's impressions of the places he has seen, the people he has met, and the careers they are carving out for themselves, cannot fail to prove suggestive of the wonders and possibilities of the Dominion and its attractiveness alike to the settler, the investor, and the tourist.

* * *

British Teachers for Canada. The attention of those connected with the teaching profession may be directed to an article appearing on another page. British teachers are always welcome in Canada, and it is well that those not contented with their lot in this country should have some idea of the openings offered in the Government schools of Western Canada. Generally speaking, certificates obtained from responsible instructional bodies in Great Britain are recognised as entitling their holders to a corresponding status in Canada. Prospective emigrants of this class are, however, recommended to make full inquiries before giving up their present positions. Not only do conditions vary according to localities, but the salary question has not everywhere been placed upon a proper basis. In Toronto, for instance, the readjustment of collegiate salaries is arousing considerable discussion. There a comparatively low scale of remuneration has even resulted in a number of collegiate teachers leaving the profession for other spheres of activity. But, taken as a whole, Canada offers a field to trained British teachers that should not be lost sight of.

CANADIAN INTEREST IN THE IMPERIAL PARLIAMENT.

Support of Mr. Jebb Defended.

It will be remembered that during the General Election a cable, signed by a number of prominent Canadians, appeared in the *Morning Post*, recommending support of Mr. Jebb, the unofficial Unionist candidate for Marylebone, and this was forwarded to Mr. Balfour. Replying in the *Times* to criticisms of that action, Professor A. H. F. Lefroy, of Toronto University,, one of the signatories, says he considers it extraordinary that anything but approval should be felt in the Motherland at any expression of interest on the part of Canadians in the elections to the Parliament at Westminster.

"The Parliament at Westminster is still," he points out, "both in theory and in fact, an Imperial Parliament. Canadians and other inhabitants of the self-governing Dominions within the Empire have no direct representation in it, nevertheless it has the power in theory to legislate for us over the heads of our own Legislatures, and it does, in fact, even now legislate for us in certain matters, as, for example, merchant shipping, which are held to have such a wide Imperial interest that uniformity of legislation throughout the Empire is of paramount importance. Apart from this, however, the Parliament at Westminster has the power to involve us and the whole of the Empire in respect to matters of vital importance to us, such as war with foreign powers. Surely, then, there is absolutely no analogy between Canadians seeking to make their voices heard in respect to the election of a candidate to an English constituency and Englishmen intervening in any way to influence the election of a member to any of our own Legislatures, which have merely domestic and local jurisdiction." "The expression of opinion by Colonials on the occasion of elections of members to the Imperial Parliament is," submits Professor Lefroy, "a thing that should be encouraged by all those who desire to see the unity of the Empire promoted."

EARL GREY'S TRIBUTE TO CANADIAN STATESMEN.

In speaking of the intellectual attainments of Canadians, in his address before the Women's Canadian Club of Quebec, Earl Grey said: Sir Wilfrid Laurier, because of his great breadth of mind, the vastness of his political conceptions, and that far-reaching vision which saw beyond the realities of the present day, might well have become Prime Minister at Westminster. At the London conferences he had attracted the attention of Europe by his talents. And latterly, at Berne, added His Excellency, he had seen the Hon. Rodolphe Lemieux, who had negotiated so advantageous a treaty with Japan, chosen by the seventy-two delegates who assisted at the Universal Postal Union to present the thanks of the imposing gathering to the Swiss Government for its hospitality.

Lord Strathcona has offered the use of his residence on Dorchester Street, Montreal, during the Eucharistic Congress, which is to be held in Montreal in September. The house contains many rare art treasures, and is one of the most sumptuously furnished in Montreal.

There has been a serious outbreak of typhoid fever in Toronto. During January 61 cases were reported, and 19 deaths. During this month 33 cases have been reported. In Montreal the epidemic is under control.

The first meeting of the Hague Arbitration Tribunal, to which has been referred the points at issue between Great Britain and the United States with regard to the Newfoundland Fisheries, has been fixed for June 1.

THE DOMINION PARLIAMENT.

THE SECOND READING OF THE NAVY BILL.

THE second reading of the Navy Bill was moved in the House of Commons (in the continued absence of the Hon. L. P. Brodeur through illness) by Sir Wilfrid Laurier.

The Premier, says the *Times* Ottawa correspondent, said that the Government would stand or fall by their policy, but fall they would not. Their policy was in the best traditions of the Liberal party; it was the last link in the long chain of events which followed from the principles laid down by the reformers of old time, and had brought Canada to the position which she now occupied—namely, to the rank, dignity, and status of a nation within the British Empire. He criticised the attitude of the Conservative party, which he characterised as divided in council and divided in action.

He announced that the eleven vessels to be constructed would be built in Canada. They would cost more than if they were built in England, but Canada was prepared to pay. It was the intention, after the Bill was passed, to ask for tenders for the construction of shipbuilding plant for the Dominion. This plant would take a year to erect, and the vessels could be constructed in four years thereafter. The cost, on the basis of English prices, will be $11,000,000.

Sir Wilfrid explained his recent statement that when England was at war Canada was at war. It was simply a statement of the principle of international law that when a nation was at war all her possessions were liable to attack. After stating that there would be a new Deputy-Minister for the naval branch of the Marine Department, but no new Minister, the Premier declared that he saw no immediate menace of war.

MR. BORDEN'S AMENDMENT.

Mr. Borden, Leader of the Opposition, criticised the Bill, and moved an amendment embodying the views of the Conservative party. The amendment declared that the proposals of the Government did not follow the suggestions and recommendations of the Admiralty, and, in so far as they empowered the Government to withhold the naval forces of Canada from those of the Empire in time of war, were ill-advised and dangerous. No such proposals could safely be accepted unless they thoroughly ensured unity of organisation and action, without which there could be no effective co-operation in any common scheme of Empire defence. The proposals, while necessitating heavy outlay for construction and maintenance, would give no immediate or effective aid to the Empire, and no adequate or satisfactory results to Canada. No permanent policy should be entered upon, involving large future expenditures of this character, until it had been submitted to the people and had received their approval.

The amendment concluded by declaring that the immediate duty of Canada and the impending necessities of the Empire could best be discharged and met by placing without delay at the disposal of the Imperial authorities, as a free and loyal contribution from the people of Canada, an amount which would be sufficient to purchase or to construct two battleships or armoured cruisers of the latest *Dreadnought* type, giving to the Admiralty full discretion to expend such a sum at such time and for such purposes of naval defence as in their judgment would best serve to increase the united strength of the Empire and thus assure its peace and security.

THE FRANCO-CANADIAN TREATY IN OPERATION.

The Hon. W. S. Fielding has announced that the exchange of ratifications with respect to the trade convention between France and Canada has taken place, and that the treaty was now in operation.

THE HUDSON BAY RAILWAY.

A net surplus of £132,470 for the first nine months of the fiscal year as the result of the working of the Intercolonial Railway was announced by the Hon. G. P. Graham in his annual statement to the House. The Minister of Railways stated that the estimates this season would include a sum which would enable the construction of the Hudson Bay Railway to be begun.

THE REPRESENTATION OF THE MARITIME PROVINCES.

The Maritime Province members of the House of Commons of both parties have held a meeting to consider the question of the Parliamentary representation of those Provinces. It was decided that members of both sides would stand together in demanding that the number of members representing the three Provinces shall never be less than the figure obtained at confederation, that is, 19 for Nova Scotia, 15 for New Brunswick, and 6 for Prince Edward Island.

THE FUND FOR PARISIAN SUFFERERS.

An estimate has been submitted to the House of $50,000 in aid of the sufferers from the floods in France.

⁂

NEWS BY CABLE.

New Railways in Newfoundland.

The Prime Minister has introduced a measure in the House of Assembly providing for the construction of 250 miles of branch railways, completing the colonial railroad system.

The Canadian and West Indies Royal Commission.

The members of the Royal Commission on Trade Relations spent Saturday in Santiago de Cuba, and sailed thence on Sunday morning for Dominica. The members of the Commission sent a message of thanks to Jamaica for its kind reception of them.

It is stated that the Governor will ask the Legislature for authority to arrange a subsidy, if agreed upon, for an improved steamship service between Canada and Jamaica.

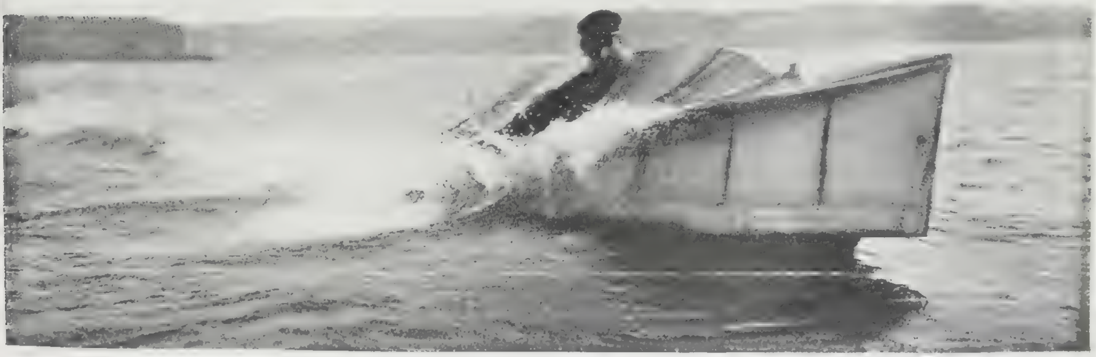
⁂

THE FASTEST MOTOR-BOAT HULL.

A Canadian Invention.

Viper II., of which we give an illustration, and which is said to be the fastest type of power boat hull in the world, was designed by two Canadians, Messrs. Albert Hickmann and Sanford Munsie, of Pictou, N.S. In principle and construction the type departs from practically every accepted law of present speed-boat design, and though only 20 feet in length over all, and equipped with but a 30 horse-power engine, has developed a speed of about 26 miles an hour. The Duke of Westminster's Wolseley-Siddeley, now called the *Ursula*, is 50 feet in length, has 800 horse-power, and develops a speed of 40 miles an hour, but her nearest rivals of at all similar length—two in America and one in France—can make only from 21 to 23 miles, even though of considerably greater horse-power.

In an interview appearing in a recent issue of the *Montreal Standard*, Mr. Hickman made the following statement:—"The hulls of *Viper I.* and *II.* were built roughly for experimental purposes. They must not be looked upon as giving any idea of the speed of which the boat is capable. Carefully built and full-powered, even a 20-foot *Viper* should be able to make 30 miles an hour. In fact, we have no right to set a limit even here, as the *Viper* type of hull, so far as we have been able to discover, develops absolutely no hull defects at high speed. We have installed engines of 3, 7, 12, and 30 horse power in the same hull, and in all cases we have found that the hull maintained the same position relative to the surface of the water. She neither rises unduly by the bow, in the manner of the round-bilged boats, nor does she stumble or jump like the hydroplanes. Of what speed this type of boat might be capable when driven by the 250 horse-power of *Dixie III.* or the 800 horse-power of Wolseley-Siddeley, it would be hard to conjecture."



THE FASTEST MOTOR-BOAT HULL IN THE WORLD: "VIPER II.," WHICH HAS BEEN INVENTED BY MESSRS ALBERT HICKMAN AND W. SANFORD MUNSIE, OF PICTOU, N.S.

THE RECORD OF THE R.N.W.M.P.

Need for Enlargement of the Force.

COMMISSIONER A. B PERRY'S report of the work of the Royal North-West Mounted Police during 1909 shows that the many and varied duties falling to the lot of that force were carried out with all the efficiency, pluck, and hardihood one has come to expect of the 'best police in the world."

The Commissioner gives the following particulars concerning the distribution and working of the force:—

"On September 30 the strength of the force stood as follows: 51 officers, 600 non-commissioned officers and constables, and 558 horses. Compared with last year there is a gain of two constables and 35 horses. In Alberta there are five divisional posts and 64 detachments; in Saskatchewan four divisional posts and 78 detachments; and in the North-West Territories one divisional post and 6 detachments; a total of ten divisional posts and 148 detachments. The area covered by these detachments is very extensive, the provinces of Alberta and Saskatchewan and the districts of Mackenzie and Keewatin in the North-West Territories. The farthest flung detachment on the Arctic Ocean is 2,500 miles from headquarters, and it takes two months to make the journey.

"The main strength is stationed in the southern portion of the two Provinces, and is distributed in the different districts according to the work which varies wth the character of the population and the trend of settlement. It is manifestly impossible to open a detachment at every village, or railway station, or in every isolated settlement. They are increasing so rapidly that our strength would have to be doubled, should we meet all the demands made upon us.

LANDING SUPPLIES FOR THE R.N.W.M.P. AT FORT CHURCHILL.

"The Governments of the two Provinces have asked that the present arrangement for the employment of this force, which expires on April 1, 1911, shall be continued for another five years—that is, until 1916. I am not aware whether the Government of Canada will consent, but I venture to express the opinion that it would be in the interests of Canada, as well as of the Provinces concerned, that the contract be renewed."

During the eleven months of 1908-9, for which the report is made, 6.888 cases were entered, as against 6,377 during the previous twelve months. Convictions resulted in 5.849 cases, being 86 per cent. of cases tried; 893 cases were dismissed and 146 were still awaiting trial on September 30. Allowing for the additional month of last year, there is a slight decrease in crime. The number of horse thieves convicted was 44. Fourteen cases of murder were dealt with, of which three were awaiting trial at the commencement of the year.

LONG AND DANGEROUS PATROLS.

It will probably be remembered that we recently published a Note of the Week, entitled "Blue Books Which Are Not Dry." This report of the mounted police should come under that heading, for it includes accounts of long patrols through uninhabited land under adverse conditions of weather that are as good reading as any book of adventures or travel. The story of the special patrol across the northern part of Canada, for instance, is remarkable. The patrol, consisting of Inspector Pelletier, a corporal, and two constables, left Fort Resolution on Great Slave Lake on July 1, and travelled via Pike Portage, Artillery Lake, Hanbury River, and Thelon River, to Chesterfield Inlet, on the Hudson Bay, where they arrived on August 31. At this point they were met by the coast boat, *MacTavish*, which was chartered by Superintendent Moodie from the Hudson's Bay Company for the purpose. On the voyage to Fort Churchill the *MacTavish* was wrecked, and the party was obliged to go to Cape Fullerton, where there is a police post, and await the freezing up. On November 29 they started with dog teams for Fort Churchill, travelling along the west coast, and arrived on January 11 On February 7 they continued their journey, and reached Gimli, a railway station on the shores of Lake Winnipeg on March 18. The total distance travelled was 3.347 miles. No natives or guides were employed from Great Slave Lake to Hudson Bay and this portion of the journey, owing to Inspector Pelletier's experience in canoe work, was accomplished without any mishap. The most difficult and dangerous portion of the journey was from Fullerton, where the party were joined by Sergeant McArthur and Corporal Reeves, to Churchill, the party being reduced towards the end to eating raw deer meat. "Of the many long and arduous patrols made by the force," says Commissioner Perry, "this has been the most extended and difficult." This is, of course, only the barest outline of the journey of the patrol. Inspector Pelletier's report makes stirring reading of many hardships incurred and obstacles conquered

Another lonely patrol was that made by Sergeant Field and Corporal Mellor from Fort Chipewyan to Fort Simpson and return, a distance of 1,400 miles, in January last. The weather was very cold. The dog train used on this patrol also travelled 740 miles on other patrols, making a total of 2,140 miles during last winter.

Commissioner Perry, writing upon these patrols, says:—

"I give more prominence to the patrols in the unsettled regions, as they are in a country little known, and therefore of more public interest; but the patrols along the boundary in the sparsely settled districts and along the railway construction of the Grand Trunk Pacific are of greater value and call for equal hardihood from those engaged. The pack train patrol on the Grand Trunk Pacific operates as far west as the contractors are at work. It moves in all weathers and over at times almost impassable trails. Inspector Tucker, who is in charge, reports that the camps are peaceful, the workmen well behaved, and an entire absence of serious crime."

The detachment of police in some parts of Alberta is especially charged with the protection of the herd of wood buffalo. It is reported that the herd are in good condition, but that the calves are being killed by the wolves. Commissioner Perry recommends the creation of a reserve for these buffalo, and the extermination of the wolves by poison.

The report contains a number of illustrations, some of which were taken in the remoter parts of Canada.

THE R.N.W.M.P. BUILDINGS AT CAPE FULLERTON.

CANADA'S FARM LANDS AND STOCK.

All-round Increase in Value—Wages High.

A report issued by the Census and Statistics Office shows that the average value of occupied farm land in the Dominion is $38.60, as compared with $35.70 last year. The average wages for competent native-born farm and domestic help during the summer season is $23.69 per month for males and $11.08 for females, exclusive of board, and per year $216 for males and $116 for females. Wages for immigrant help are somewhat lower. The average value of board per month is placed at $10 for males and $8 for females.

The highest wages are reported for the Western Provinces, where they reach $30 per month and $300 per year for males, and $17 per month and $171 per year for females. The general practice is to employ male help during the busy season by the day, and the wages range from $1 per day in the Maritime Provinces to $2.50 and $3 per day, with board, in the Western Provinces. In Ontario the average monthly wage for men is $23.52 and $10.22 for women.

All the Provinces except Prince Edward Island and British Columbia show slightly increased values for farm lands over last year. This upward tendency is due to the increased market value of all kinds of farm products. The lowest value—$20.46 is shown for Alberta, and the highest—$73.44—for British Columbia.

The average value of occupied farms in Manitoba shows an increase of $1.64, in Saskatchewan $1.14, and in Alberta an increase of $2.26 per acre over last year. In four of the Provinces the value is over $30 per acre, being $32.07 in Prince Edward Island, $30.50 in Nova Scotia, $43.37 in Quebec, $50.22 in Ontario, and $73.44 in British Columbia. In New Brunswick the average is $23.77, in Manitoba $28.94, in Saskatchewan $21.54, and in Alberta $20.46 per acre.

THE AVERAGE VALUE OF FARM STOCK.

The average value of horses at the end of the year is $49.29 for those under one year old, as against $46 last year; $106 as against $100 for those of from one to under three years; and $150 as against $143 for those three years and over. Horses of the last class have the highest value in the Western Provinces—namely, $187 in Manitoba, $180 in Saskatchewan, $163 in British Columbia, and $150 in Alberta. In Ontario and Quebec they are $144. In the Maritime Provinces they are $126 to $137.

Milch cows have an average value in the Dominion of $36, as against $34 last year. In the Maritime Provinces they have a value of $31, in the North-West Provinces $30, in Quebec $33, in Ontario $40, and in British Columbia $51. Other horned cattle have an average value for the Dominion of $10, as against $9 last year for cattle under one year; $23, as against $21, for those from one to under three years; and $33, as against $32 last year, for those of three years and over. The average value of swine is given as $7.90 per 100lb., as against $5.86 a year ago. The average value of sheep for the Dominion is $5.89, as against $5.23 last year.

The total value of farm animals in June was $558.790.000, as against $531.000.000 in 1908. The value of horses is returned at $278.759.000, milch cows at $103.601.000, other horned cattle at $126.326.000, swine at $34.368.000, and sheep at $5.735.000.

NEWFOUNDLAND AND THE WEST INDIES.—II.

By P. T. MAGRATH. (Special to *Canada.*)

A FEAR is growing amongst British and Canadian statesmen, and students of world politics, that the tendency of the West Indies is towards gradual absorption by the United States, and this is especially manifest with regard to Jamaica, where American capital largely controls the commercial enterprises of that country. Canadian interests in the West Indies and Canadian association with this movement for better trade relations, is a good measure, sentimental, and dictated by the desire to assist in retaining these islands under the British flag.

In some quarters the annexation of the West Indies to Canada is openly advocated, and justification for this policy is found in Britain's own possession of colonies in all of the seven seas, and in the colonisation by the United States of the Philippines, Hawaii, Porto Rico, and Cuba, and in the hunger of all European nations for oversea possessions. Further agreement in this direction is found in the fact that Canada produces commodities which the West Indies largely need, such as flour, grain, lumber, and fish, while there is an unlimited market for West India sugar in Canada, and a possible enormous trade for West India fruit, if effective transportation can be provided

The United States, on the other hand, is ceasing to be a wheat-exporting country, and as she develops the growing of bananas and other West Indian fruits on her own soil, her trade with these islands will diminish in proportion. Accordingly the argument is advanced that, by an arrangement proposed, reciprocal trade between Canada and the West Indies will contribute materially towards maintaining the constant prosperity of the Caribbean communities.

CLEANING AND SALTING COD-FISH.

Newfoundland's contribution to the proposed scheme would consist in the endeavour to develop the trade possibilities between herself and these islands. She has already abolished the import duty on molasses, formerly seven cents a gallon, and now admits this article duty free. Canada, it may be said in passing, does the same, Newfoundland imposes a heavy duty on alcoholic liquors, and therefore on West India rum, and here again Canada does the same. Canada's "preference" policy does not extend to spirituous compounds, and unless a marked change be made in this direction, Canada and Newfoundland will seek the West India market on the same footing, save in so far as Canada's imports of sugar and fruit exceed those of Newfoundland.

The working out of the problem will tax the attention of the British, Canadian, and Newfoundland statesmen during the next few months. The Royal Commissioners investigating the matter which recently sailed for the West Indies are Lord Balfour of Burleigh and Sir John Dickson, representing England; Sir Daniel Morris and Mr. H. M. McCarthy, representing the West Indies; and the Hon. W. S. Fielding and the Hon. Wm. Paterson, representing Canada. Newfoundland was not accorded membership on the Commission itself, the political upheaval in this colony last summer rendering it impossible for the Island Government to take up the matter until it was too late to secure this concession, but representatives of the island will accompany the Commission through the West Indies, investigating trade conditions and reviewing the possibilities for themselves; and it is beyond question that in any arrangement reached between the West Indies, Canada, and the Mother Country in relation to this matter, Newfoundland will be enabled to participate on an equal footing.

It will be the earnest wish and hope of all who desire the permanence of the British connection and the spread of inter-Imperial trade and commerce that the work of this Commission will be a success, and that the result of its labours will be to bring about such improved relations between the several integers of the Empire represented as will not only promote their material prosperity, but contribute in no small measure to the solidarity of Imperial sentiment and to the maintenance of British control throughout the West India islands. (*Concluded.*)

Despite fears which have been expressed by the Newfoundland fishermen that the Newfoundland west coast herring fisheries are becoming depleted, the catch for the season recently ended shows an increase of 20,000 barrels over last year. The total catch amounts to 84,000 barrels, mostly taken by American vessels.

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THE FISHERIES OF THE PRAIRIE LAKES.

Report of the Commission.

The report of Professor Prince and Messrs. D. F. Reid and J. B. Hugg, the Commissioners who inquired into the fisheries of the waters of Manitoba and the North-West Territories, shows that the fisheries of these lakes are being depleted by fishing in and out of season, especially by United States fishermen. Stringent regulations are suggested, so that the fisheries, which are of great value, may be conserved for the benefit of the Dominion and its people. The Commissioners say:-

"We have reached the conclusion that all the lakes of Manitoba have been over-fished, and that some of the more valuable species such as whitefish and yellow pickerel have decreased very seriously in size and abundance, and that the sturgeon, the most valuable fish found in these waters, is on the point of extinction, and can only be preserved by stringent measures.

"The evidence shows that the fisheries laws have not been generally observed, both in regard to the quantity of net used, size of mesh, etc., although the close seasons have, in our opinion, been observed by the majority."

"We have abundant evidence that the Manitoba fisheries have been unduly controlled by foreign fish operators, who have dictated the prices of fish and have secured the major portion of the profits. The people of Manitoba have benefited little from these great lake fisheries; moreover, the inferior grades of fish have been sold in Canadian markets, while the better grades, including the larger size fish, have been exported to the United States markets.

"It cannot be denied that the main markets have been hitherto the United States, and the home markets have been limited. With the wonderful development of Canada and the rapid growth of the new towns in the West, the demand for fish is rapidly increasing. It is imperative that every effort should be made to restore these fisheries to their former plentitude, in order to provide a great staple food for the future population of the Dominion."

The Commissioners then go on to urge the adoption of a size limit for food fish; the establishment of a close season, and of a system of inspection, supervision, and licensing; and the provision of a more effective patrol boat. The question of fishing for sport is also dealt with at length in the report.

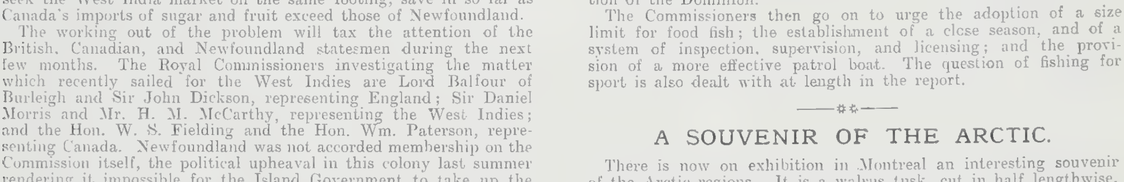
* *

A SOUVENIR OF THE ARCTIC.

There is now on exhibition in Montreal an interesting souvenir of the Arctic regions. It is a walrus tusk, cut in half lengthwise, polished, and carved with wonderful skill. It is not known by whom the carving was done. The fact that a part of the work shows a cribbage board suggests that the work was done by a white man, probably some one imprisoned in one of the northern outposts of civilisation, and seeking in that way to relieve the tedium and lonesomeness of the long Arctic night.

Whoever the artist was he was a man with a skilful hand and infinite patience. In the first place, the tusk has been cut from end to end and then polished until it is smooth as glass. On the flat side the carvings represent a row of sleds and two heads of Eskimo dogs. At either end of these figures is a cribbage board. On the curved side there are twenty-five carvings, which represent a fox, a seal, a row of Eskimo huts, boots, and leggings, a fishing net, several sea birds, a sailing ship, harpoon, and a reindeer. Some of these figures are coloured in order to bring them out in stronger relief against the white ivory.

Messrs. Black are about to publish an illustrated book on "Canada, the Land of Hope," by E. Way Elkington, giving the results of investigations extending over eighteen months.



A COD FISHING FLEET AT SEA.

BY MANY WATERS.—I. By Cyril H. Jackson.

The Author writes: "To bring home some faint impression of the reality of the exile's life in the less frequented parts of B.N.A. these little tales are told; not with any continuity of narrative, but in the hope that such small glimpses may suggest the greater scene, as the chance tone of a voice, or a perfume's scent, will serve to substantiate the shadows of one's memory."

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On Spey and Awe, on Tay and Tummel, or by the Deveron side, a man may spend the brightest moments of his life. No feeling of regret for the days he has spent at the waterside ever assails the fisherman, though maybe he may mourn the fish he should have killed, but lost; he repents not of his sins. In the store-house of his memory he finds the record, not only of great deeds, but of the scenes where those great deeds were done; the deep, dark pool with its frowning cliffs and the white water dashing in at its head; the stormy loch, swept by the sudden squall; or the little burn, winding so pleasantly through the heather; all these are there, and many more, giving true pleasure in recall—scenes where much of life was spent, and the memory of which remains, when that of sterner ones is passing into the "Ewigkeit."

To those, too, who venture beyond the sea, and there pursue the angler's calling far from the quiet scenes of home, great days may come, and with them events upon the waterside that would be passing strange in the Scottish glens, or by the gentle rivers of their childhood

Strange, too, to the dapper sportsman of the Itchen, would seem the crude contrivances adopted by the lonely hunter in the wilderness to entice from their haunts the charr or trout, upon the capture of which his very existence may depend.

In his fishing there is but little sport; it is the hungry man's endeavour to procure his food; and any interest in his angling experiences must lie, not so much in the capture of his fish, as in such incidental happenings as befall him beside the far-off waterway.

But the fisherman, pursuing his craft in more civilised districts of his adopted home, with trusty rod and well-selected tackle, may chance to meet with such sport as is hard to find within the bounds of Britain.

First, then, there stands the record of certain scenes beside the water in the distant wilderness.

Beyond the Rocky Mountains, and stretching away northwards from about the 58th parallel, and north-westwards to the Yukon basin, is a great wild land, only a very little strip of which is known to the explorer; the maker of the map has but little here with which to fill it in, unless he completes his task with features of his fancy. This is a land of mountain and valley, here densely timbered, there—and far more beautiful so—covered with prairie grass and scattered clumps of trees, like some vast park grown wild. He who travels there meets scarce any of his kind; very, very seldom he may chance upon some wandering Indian, journeying perhaps to some distant trading-post, intent on bartering fur.

Down the valleys come the rivers, great and small, and in them live creatures strange to the English eye.

Most common of all is the great green charr of the Arctic Slope, with spots of delicate pink, reaching in favoured waters an enormous size, barbarous in his feeding, preferring a lump of meat to the most seductive fly. Next, in point of numbers, comes the Arctic trout, bearing little resemblance to his namesake at home, with none of the rich colour and markings that make the latter so beautiful a fish. He is almost entirely grey, with a very long and deep back fin, more like an English grayling than a trout. There is, in some of these waters, a so-called grayling, too, but it seems doubtful whether that is, in truth, his name: of most delicate flavour, he is a small fish, seldom exceeding one and a half pounds in weight

In this wild land but little food can be carried on trips that lead one far from the main waterways, and here the butcher's boy does not ring the area bell; the grocer's cart is never seen. The only means of transport is one's back, already occupied by the bedroom and kitchen furniture

But when game is scarce or hard to find, in a favourable locality there is often little difficulty in securing the hungry charr. A pole or two cut from the woods, with hook and twine attached, propped up and held in place with stones, the bait a small portion of dismembered bird or squirrel, will soon show movements denoting that a meal has been secured, while the hunter makes his evening camp. Such fishing is not sport, but it fills the frying-pan.

The Arctic trout shows far more signs of decency than the charr, often rising greedily at a small fly, and fighting hard for his life. A thin pole, with a short piece or two of wire attached for rings, makes a passable flyrod, and by coiling the slack in the left hand, a line of moderate length can be thrown

Coming one evening to a lonely trading-post on the outskirts of the country described, a party of us expected to be able to replenish there a larder practically empty The half yearly supply-boat from the south had not however, made its appearance, and the dwellers at the post were almost as destitute as ourselves

Energetic measures were necessary: others of the party went out in different directions to hunt. I elected to fish: and the fates were with me

The long, still reaches below the post were dark and gloomy in the fading light, but the fishing was magnificent; and in little over an hour, lured by the attractions of a small soldier palmer, thirty fat Arctic trout, ranging from half a pound to two pounds in weight, were lying on the stone

As the hunters amongst them secured a little black bear, we tarried in peace and plenty in this pleasant spot, until a few days later the expected boat-load of supplies arrived.

Along the banks of the northern rivers, these black bears are numerous towards the autumn, when they have eaten all the berries on the hill-sides, and come down to snatch fish out of the shallows, an amusement in which they are wonderfully skilful; a diet of fish, however, soon renders them unfit to grace the table.

They are generally very harmless creatures, but I was badly startled by two of them on one occasion. The same party had reached a little lake about camping-time one evening, and we were picking up sticks with which to make a fire, when it suddenly dawned upon me that a big she-bear and a well-grown cub were standing within ten feet. Had the cub been too young to look after itself, there might have been some unpleasantness, but, as it was, the old bear merely growled and shook her head from side to side with a curious swaying motion for some seconds, and then disappeared into the bush, before a rifle leaning against a tree a few yards behind could be grasped.

The marvellous ease and quickness with which these creatures can get through dense bush is well known, but the speed they can attain in the open was a revelation to some of us.

Camping on the bank of a tributary of the Liard one autumn night, we saw, in the moonlight, a little black bear come out of the scrub across the river, and saunter quietly down to the water's edge, where he began to roll in the sand with great apparent enjoyment. He was about eighty yards away, and three rifles—two of them with repeating mechanism—were trained on him and simultaneously discharged, and though he had fully thirty yards of open sand to cross before reaching the shelter of the scrub, not a man got in a second shot. This shooting by moonlight is very unsatisfactory work, as the fore-sight seems always blurred and ill-defined; everybody, in point of fact, had missed the bear, as an examination of his tracks on the other side of the river showed, but the pace at which he removed himself from view was simply extraordinary.

A CATCH OF ARCTIC TROUT.

The voracity of the Arctic trout was turned to advantage on another occasion.

It chanced that one afternoon the trout were rising freely in the Blue River, in the extreme North of British Columbia, a very remote spot in this distant country. Remarking this suggestive phenomenon as we reached the bank, our party went into camp at once, and three of us essayed the capture of our supper

One by one, the great trout came splashing through the shallows, and a goodly banquet lay spread upon the shore, when suddenly great excitement was aroused by the sound, in the bush behind the camp, of voices raised in objurgation, and there presently emerged, driving nine spectral horses, two of the thinnest men ever seen

This was a strange meeting, as it was the first occasion on which anything had been seen, on the western side of the Rocky Mountains, of any of the great army of travellers who, led by the false report of a fairly easy two months' journey over a good trail, had left Edmonton in Alberta for Dawson City, in the year of the big rush to the Klondyke.

Nearly all of these turned back, but some there were who died upon the way. There was no trail, and there most certainly was no easy journey.

For twelve months these men had kept steadily on, with only a general idea of their direction. Their party had started with forty-four horses, some of which had succumbed to their hardships, and others they had eaten. The country through which they had come, they said, was for many hundreds of miles a maze of enormous swamps, in which many of their horses had been lost, it having proved impossible to extricate them from some of the bad places into which they had floundered; their companions had turned back: for five hundred miles they did not see a living wild creature of any description. When they struck the Blue River, they had finished all their supplies, and had been living for some time on horseflesh. Neither of these men had seen a human face other than that of his companion, for many months, and it seems worth recording that the routes of the two parties, in such a vast, uninhabited country, crossed each other at that point on the same afternoon. At all events, they were glad enough to see some new faces, and the number of Arctic trout that disappeared at supper was positively startling.

BRINGING IN A DEAD BEAR.

On the north-western side of this tract of country lies the great basin of the Yukon, with all the great rivers that feed that gigantic stream.

In some of the lesser tributaries, the so-called grayling affords capital sport. In some parts of the Klondyke River, for instance, these little fish will, on favourable days, rise with great freedom to the fly. The huge King Salmon, after his journey of sixteen hundred miles from the Behring Sea, is scarcely worth taking, though he runs as high as eighty pounds in weight.

Life on the Klondyke creeks does not, as a rule, allow much time for relaxation, but one summer, when a friend and I were engaged in mining ventures, we made a point of keeping our Sundays free, a departure from established custom in the Yukon Valley.

On some of these days we used to walk up to a favoured portion of the Klondyke, some ten miles away, and there the most glorious hours were spent. Forming the only break in the hard monotony of the mining life, they stand out in one's memory as some of the brightest of the many delightful days spent at the waterside. No big fish were taken on these occasions, the grayling never reaching a great size, but the object was to secure as many as possible to keep up the food supply.

Each man constructed for himself a box with an opening in the lid to serve as a creel, and on return to the mines these boxes were lowered a few feet down a disused shaft, where the fish froze in a very short time, even at the height of summer. Thus an unfailing supply of really delicious fish was kept on hand.

The best place of all was just where a certain creek entered the Klondyke by four or five mouths, forming an ideal piece of fishing, some quarter of a mile in length. Here we would stand, flogging the famous river, hour after hour, through the long summer day, laughing at each other's misfortunes in the tremendously swift current, and each doing his best to fill his box. On my best day I had just five dozen, averaging about a quarter of a pound, all taken on a small fly.

The return on one of these Sunday evenings is memorable for an encounter with a big grizzly. We came upon him quite unexpectedly, just after rounding a corner on the trail; he was an enormous brute, and very light in colour. We both stopped very suddenly indeed; the only weapon was my companion's fishing rod, and the grizzly, whose huge form blocked the trail twenty yards in front, stood looking at us for a minute or two, and then deciding that we were worth investigation, took a few steps towards us. We then had urgent business in the timber, but there was a stretch of morass some hundred yards in extent, that lay between us and the nearest trees. Through this we floundered somehow, and arrived in a very breathless and exhausted state at the foot of a big spruce. There was no sign of the grizzly, nor did we see him again. But, most unfortunately, the whole affair was witnessed by some prospectors up on the hill above the trail, who sowed the story broadcast, with many embellishments of their own, with the result that we afforded sport for many days. One evil-minded individual, in fact, went so far as to draw a caricature—and a very clever one, too—of the pair of us leaping an impossible canyon, with a most peaceful-looking grizzly calmly putting out of sight the fish we had spent the day in catching, and which we were supposed to have cast from us in an extremity of terror

One more scene by the waterside in this northern land remains to be recorded.

At the head of a certain lake in the Cassiar country, in 1898, were gathered sons of many races, most of whom were engaged in building boats with a view to making for the Pelly River, and so reaching the Klondyke. Many hunts, chiefly in the cool, light nights, were organised in order to keep this large camp in meat, each man taking a line of his own. On one of these, after hunting all night without success, I found myself on the shore of a little lake some twelve miles from camp. Hungry and tired with the long night's prowling in the woods, I decided to try and catch my breakfast before striking back. Fishing very quietly with a small, green frog for bait, I had caught a little lake-trout, and was resuming operations, when I suddenly became aware of the mysterious arrival of a bull moose in a patch of beaver grass within twenty yards of me. For a wonder, my rifle was within reach, and with a bullet through his heart, the great creature crashed forward to the shore and fell with a mighty splash in the shallow water at the edge. This was a great stroke of luck, as hunting had proved very unproductive of late, and the camp was badly in need of fresh meat.

The great beast was far too heavy for me to handle alone, and so, after administering the "coup de grace," I walked back to camp, and late in the afternoon returned with those who wished to share the feast.

There were nine of us altogether, eight white men and an Indian, and on reaching the carcass, a half-circle of fires was lighted on the shore as some protection from the myriads of mosquitoes, and the meat soon made up into convenient loads.

As an instance of the force of heredity, it may be mentioned that though the white men, most of whom were strong and hardy miners and prospectors, were content to pack a load of some fifty pounds apiece for the twelve-mile scramble through the bush, yet the Indian, a small, wizened creature, took practically all that was left worth taking, and passing lightly and easily through the underbrush, with no apparent fatigue, while we were toiling and struggling and half killing ourselves, reached camp some distance ahead of us, with a load that proved to be 175lbs. in weight.

On a certain journey southwards from the northland, unexpected sport was once obtained amongst the countless islands that fringe the Coast of Southern Alaska, where some of the finest sea-fishing in the world may be enjoyed.

One autumn it chanced that a certain steamer, on her southward course, ran upon a great, flat rock, some distance to the North of Fort Wrangell, and remained there for six days, during which time those awaiting passage further south, not knowing what had befallen the expected vessel, were constrained to amuse themselves as best they might.

Out among the islands, with the little seals bobbing up and down all round, delightful days were spent in hauling up great monsters of the deep, days rendered doubly enjoyable by the bright sunshine that cheers that rain-soaked coast so seldom.

(To be continued)

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SASKATOON SEVEN YEARS AGO AND TO-DAY.

We have received an interesting letter from an Englishman who went to Canada several years ago, from which we take the following extracts:—

"I am in Saskatoon again after a lapse of nearly seven years. I can assure you there is a great difference now. When I was here first, the population was 120 (about), now it is nearly 12,000. The place where the Barr Colony pitched their tents is now occupied by big warehouses, as this place has now become a big distributing centre, and nearly all the Winnipeg wholesale houses have branches here. Lots that were selling for $70 to $100 when I was here, are now changing hands at from $5,000 to $10,000. I feel much inclined to kick myself for not stopping here now, as had I done so I would have been wealthy. Still, the papers used to ridicule Saskatoon; but, by dint of judicious booming, she now holds the place of the best city in Saskatchewan.

"There is a large risk in speculating in real estate in these Western towns; several people have made large fortunes, and there are a far larger percentage that have lost all they had.

SCHOOL TEACHERS NEEDED IN CANADA:

THE VALUE OF BRITISH CERTIFICATES IN THE PRAIRIE PROVINCES.

The possibilities existing in Canada for a teacher from the United Kingdom have often formed the subject of letters from correspondents asking for advice. The subject is of large and growing interest, and some authoritative information as to the value placed by Canadian authorities on the various certificates issued by Universities and Colleges in Great Britain should prove very useful to teachers who are thinking of seeking appointments in the Dominion.

THE CENTRAL PUBLIC SCHOOL AT EDMONTON.

A COUNTRY SCHOOL ON THE PRAIRIES.

Where Teachers are needed; Types of Public Schools in Alberta.

WHILE there are openings for good teachers throughout the whole of the Dominion, the greatest and most urgent demand for qualified teachers comes from the West. This article will, therefore, be confined to the possibilities occurring in the Prairie Province of Alberta. Conditions being practically the same in Saskatchewan and Manitoba, we do not intend to go into the matter in respect to these Provinces, as it would lead only to duplication. In none of these is there any definite regulation in regard to the value of standings obtained in England, as they are granted in such a variety of ways. Even the English Board of Education has suggested that every individual case should be dealt with by itself.

Before standing is given in Alberta on the certificates obtained elsewhere proof must be offered as to their being still in force, and as to the ability and character of the applicant. While certificates are not issued to teachers until they arrive in Alberta or enter into some agreement with a Provincial school-board, it is advisable to obtain recognition of standing from the Department of Education at Edmonton before coming to the Province or entering into a contract with a Provincial Board of Trustees. It is an established rule that the degrees of chartered British Universities are always recognised as sufficient evidence of academic or scholarship standing, and their holders are admitted to the Alberta Normal School to train for the highest class of certificates.

The course in Alberta is very much shorter than that prescribed in the United Kingdom, and the whole time is devoted strictly to pedagogical training instead of being divided between academic and pedagogical work, so that it is possible to cover a very complete course in eight months' time. As a matter of fact, the course has been limited to four months up to the present time, as the Department has been anxious to prepare as many teachers as possible for active work. In future the course for first-class certificates may be extended to the longer period of time. All University undergraduates are invited to forward official evidence of the courses which they have covered, and will be given "pro tanto" standing in the Province. In this way an undergraduate who had completed two or three years at some British University might go to Alberta and obtain first-class standing. Applicants who have matriculated in London University or who hold equivalent standing, are admitted to the Normal school to train as second-class teachers. Holders of the senior local certificates of London, Oxford, or Cambridge, are also admitted on the same footing.

A teacher who has obtained his parchment as the result of a professional course in a recognised training college, other qualifications being equal, is given, as a rule, an interim certificate which is replaced by a permanent one after a year or more of successful experience. This recognition is, however, provisional upon the Board of Education reporting favourably upon the teacher's suitability for work in the Province, and is usually limited to those whose training college course has been a comparatively recent one.

A teacher who has not been college-trained, but who has obtained his parchment through examinations and probationary service, is invited to submit to the Alberta Department of Education the usual information from the Board of Education, and upon receipt of these statements at the Department will be advised regarding the conditions under which he or she may become regularly recognised

Certificates lower than second are not recognised unless the holder has such non-professional standing as will entitle him to admission at the Normal school. An uncertificated teacher who desires to qualify under the Alberta regulations should forward official evidence regarding his academic standing to enable the Department to determine for what class of teachers' certificate he is entitled to enter. In the case of a University graduate, a certificate of graduation signed by the Registrar of the University is sufficient evidence for the time being, but in the case of an undergraduate the statement should indicate as fully as possible the scope of the work covered in the various subjects. Persons who are University graduates or undergraduates should forward such official evidence as they are in a position to supply, and accompany this if possible with a calendar or syllabus defining the courses covered.

Under the present arrangement, two sessions of the Provincial Normal School at Calgary are held annually, commencing about January 3 and August 20. There are no fees for tuition or examination, but the text-books required would probably cost from £2 to £3. Furnished rooms may be secured at from £1 10s. to £2 10s. per month, or board and lodging can be obtained in private houses at from £1 to £1 2s. per week. Forms of application for admission may be had upon request from the Department of Education.

Appointments to positions are not made by the Department of Education, but by individual school boards, the only restrictions being that appointees must hold certificates from the Department of Education qualifying them to teach in Alberta schools. Consequently, salaries depend more or less upon the relation of supply and demand, but the demand is so constant and so strong, especially in the newly organised rural schools (between three and four hundred trained teachers being required yearly to maintain the necessary teaching force of the Province) that salaries show an upward tendency and the lowest salary now paid in any school under the jurisdiction of the Department is about £125 per annum. Principals in small town schools and assistants in secondary schools usually receive from £200 to £300 per annum. The number of such teachers required is, of course, relatively small.

The cost of living depends very largely upon locality. In rural districts board and lodging can usually be obtained at from £2 10s. to £3 per month, and in such cases the teacher usually finds it necessary to seek accommodation with the family of a farmer or other resident of the district. In villages, towns, and cities, on the other hand, board and lodging is more expensive, varying usually from £4 to £6 per month.

Teachers who hold fairly satisfactory and remunerative positions, and more especially those who have reached middle age, cannot as a rule hope to better their condition by making a new beginning amid unfamiliar surroundings, and all applicants are recommended not to resign their positions until they have been advised regarding the recognition of their certificates.

The Colonisation Department of Ontario and the Salvation Army have come to an arrangement for bringing out domestics, by which a bonus of $5 each will be paid for all over 100 that come over in charge of the Army. The Dominion Government adds $5 each to this. The Army last year received $10,000 for assisting in the immigration of farm labour and servants. The bonus now arranged for will be in addition to this lump sum.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Earl and Countess Grey have announced their intention of spending the month of June in Quebec immediately before their departure for England.

* *

Earl and Countess Grey recently gave a dinner party at Government House, Ottawa. Among those present were Sir Frederick and Lady Borden, the Hon. W. S. and Mrs. Fielding, the Hon. David and Mrs. Mackeen, the Hon. George E. and Mrs. Foster, Mr. E. B. Osler, M.P., and Mrs. Osler. Mr. David Henderson, M.P., and Mrs. Henderson. Mr. Gervais, M.P., and Mrs. Gervais. Mr. F. Congdon, M.P., and Mrs. Congdon. Mr. A. A. Clare, M.P., and Mrs. Clare. Mr. Daniel, M.P., and Mrs. Daniel, Mr. Lloyd Harris, M.P., the Chinese Consul and Mrs. Kung, Lt.-Col. and Mrs. W. P. Anderson. Col. and Mrs. S. H. P. Graves, Lt.-Col. and Mrs. S. D. C. Roper, and Lt.-Col. and Mrs. Pennington Macpherson.

* *

Lord Strathcona has subscribed £1,000 to the Mansion House fund on behalf of the sufferers in Paris.

* *

The Duke of Argyll presided at the dinner and meeting of the Royal Colonial Institute at the Whitehall Rooms, on Tuesday, when Sir Walter Hely-Hutchinson (Governor of the Cape of Good Hope) read a paper on the South African outlook.

* *

The Right Hon. Herbert Gladstone, who has been appointed to succeed Lord Selborne as Governor-General of South Africa; and Admiral Sir Harry Rawson, G.C.B., late Governor of New South Wales, have become Vice-Presidents of the Victoria League.

* *

A dance has been given by Earl and Countess Grey at Government House, principally in honour of the Earl and Countess of Lanesborough and Lady Eileen Butler.

* *

The Countess of Harewood, Viscount Lascelles' mother, and the Countess of Dartrey are the guests of Lord and Lady Grey at Government House, Ottawa.

* *

Lady Mary Augusta Dawson, daughter of the Earl and Countess of Dartrey, is the guest of the Countess of Lanesborough at Rideau Cottage, Ottawa.

* *

A banquet was held at Russell House in connection with the recent French-Canadian Congress at Ottawa, at which Sir Wilfrid Laurier, Mr. R. L. Borden and the Hon. Rodolphe Lemieux were among the speakers. Sir Wilfrid's address was an appeal to the French-Canadians to remain true to the best traditions of their race, to conserve their language and to share in the development of their country. Mr. Borden said in part that the national life of Canada would be poorer but for the presence of two and a half million French-Canadians.

* *

The Hon. Rodolphe Lemieux, Postmaster-General, has been appointed Officer of the Legion of Honour of France, for services rendered in promoting better and closer relations between Canada and France.

* *

The Hon. L. P. Brodeur is progressing favourably, but is still unable to make any attempt to do public business. It is not yet decided where he will go for recuperation, whether to Europe or the South. Mr. Brodeur may go to South Africa to represent Sir Wilfrid Laurier at the opening of the first Parliament of United South Africa in the summer.

* *

Mr. Mark Hambourg, the famous pianist, is now making a tour in Canada.

At a recent meeting of the Council of the Royal Colonial Institute the following were elected Fellows: Mr. E. R. Case, Canada; Mr. R. B. Job and Mr. W. C. Job, Newfoundland; Mr. F. C. T. O'Hara, Deputy Minister of Trade, Canada; and Mr. E. H. Thruston, Yukon.

* *

Dr. J. Elsdale Molson was one of the little band of Canadian candidates in the recent Parliamentary elections. Aside from all other considerations, it is to be regretted that he was not returned by the electors of North-East Bethnal Green, as he is a man well suited, by reason of his dignified personality and charm of manner, to represent the Dominion in British politics. The great-grandson of the late Hon. John Molson, Dr. Molson is a member of one of the oldest and most widely connected families in Eastern Canada. He received his education at Cheltenham College and Emmanuel College, Cambridge, from which last he received his medical degrees and other medical qualifications. On graduation, Mr. Molson spent two years in Montreal, and then returned to England and practised for over ten years at Chelmsford, at the end of which time he retired from practice, and has since lived at Goring Hall, Worthing. Dr. Molson was formerly a Surgeon-Captain in the 2nd Volunteer Battalion of the Essex Regiment, but subsequently transferred into the 2nd Volunteer Battalion of the Royal Sussex Regiment, which is now the 4th Royal Sussex (Territorial) Regiment, and of which corps he is still Surgeon-Captain. As has been said, he was unsuccessful in contesting North-East Bethnal Green at the recent elections, but it is probably safe to say that Dr. Molson's political career is by no means concluded.

DR. J. ELSDALE MOLSON,
Who recently contested the North-East Division of Bethnal Green in the Conservative interest.

* *

The Canadian baritone, Mr. Edmund Burke, has been engaged to appear during the coming opera season at Covent Garden.

* *

The Ontario Government has appointed Mr. George O. Alcorn, K.C., of Picton, as Master-in-Ordinary at Osgoode Hall, Toronto, in succession to the late Judge Hodgins.

* *

Among the arrivals this week on the *Oceanic* were Mr. C. C. Chipman, of Winnipeg, Commissioner of the Hudson's Bay Company, and the Hon. L. A. Taschereau, of Quebec.

Mr. A. W. Campbell, Deputy Minister of Public Works for Ontario, has been transferred to Ottawa as Deputy Minister of Railways and Lands of the Dominion in succession to Mr M. J. Butler, who has resigned in order to take up an important office in connection with the Dominion Iron and Steel Company.

* *

Mr. J. G. Colmer, C.M.G., sailed for New York by the *Oceanic* on Wednesday, en route to Canada.

* *

Sir George William Des Vœux, G.C.M.G., B.A., a former Governor of Newfoundland, left estate to the value of £4,669.

* *

Mrs. Clazy, of Vancouver, while tobogganing at Buxton recently, met with an accident, breaking a leg and sustaining injuries to her head. She is recovering.

* *

The marriage took place on Wednesday, at St. James's, Paddington, of Mr. Ernest Gardner, of Spencers, Maidenhead, M.P. for East Berks, and Miss Amy Inglis Laurie, youngest daughter of Lieutenant-General Laurie, C.B., of 47, Porchester Terrace, and Oakfield, Nova Scotia.

* *

Mr. Douglas Fraser, who is a third-year student in University College, Toronto, has been chosen as Rhodes scholar for the Province of Saskatchewan.

* *

Bishop Lee, of Kyushu, Japan, is visiting his mother in Toronto. He has been working in Japan under the auspices of the Canadian Missionary Society in Canada, but at the invitation of the Archbishop of Canterbury he has now taken up work for the society in England.

* *

Bishop McNeil, of St. George's, Newfoundland, who has been appointed Archbishop of Vancouver, is a Nova Scotian, a son of the late Malcolm McNeil, of Hillsborough, Inverness. His grandparents came from Barra, Scotland, and Kilkenny, so that the new Archbishop has both Scotch and Irish blood.

* *

Mr. Harry Colwell, President of Colwell's, Ltd., is at present in England on a business trip.

* *

News comes from Paris that the condition of his Grace Archbishop Begin, who is undergoing medical treatment there, continues to be most satisfactory.

* *

Mr. G. H. Duggan, general manager of the Dominion Coal Company, accompanied by Mrs. Duggan, has left Sydney for Montreal, where they will reside in future.

* *

The graduates of Wycliffe College have presented a gold watch, suitably inscribed, to the Right Rev. Arthur Lea, recently consecrated Bishop of Kiu Shiu, Japan. The presentation was made by the Rev. J. R. S. Boyd, President of the Alumni Association. Bishop Lea is a graduate at Wycliffe.

* *

The Rev. A. J. Doull, M.A., of Montreal, has been appointed rector of the parish of Christ Church and Dean of the Christ Church Cathedral, Victoria.

* *

The following Canadians are at present staying at the Hotel Metropole: Messrs. A. C. Morrison and Harcourt Smith, of Quebec.

* *

Among the arrivals on the *Hesperian* this week were Mr. N. B. Colcock, Chief Government Agent in England for the Province of Ontario, and Lieut.-Col. Carlton Jones, of Ottawa.

* *

Sir Montagu and Lady Allan have returned from the Continent and are now staying at the Hyde Park Hotel.

* *

Professor Goldwin Smith, the veteran publicist, has broken his thigh in a fall. The bone cannot be set, and his condition gives rise to much anxiety.

* *

The Rev. M. Maclean Goldie, of Nova Scotia, who arrived on the *Hesperian*, has left for Scotland to make final preparations for the large party of Canadian immigrants with whom he will return on the first of April.

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OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada. I.

BY WILLIAM BLAYNAY.

THIS section of my tour began near the western boundary of Manitoba, and extended right through Southern Saskatchewan, Southern Alberta, and British Columbia as far as Arrow Lakes.

The great prairie of Western Canada consists of three enormous terraces, the first of which lies entirely in Manitoba, and has an elevation of about 800ft. above the level of the sea. Near the western border of this Province a gradual rise is made to the second terrace, which is some 1,500ft. or 1,600ft. above sea-level, and occupies the greater portion of Saskatchewan. Towards the western boundary of this Province the third terrace has its commencement, and extends to the foothills of the Rocky Mountains at an average elevation of about 2,500ft. The hilly country between the different terraces is, for the most part, well wooded. This is more particularly the case, perhaps, in the rise from the first terrace to the second. I was much impressed with the park-like appearance of the country for several miles along the track of the C.P.R. in this locality, wheat-lands and wooded areas alternating in picturesque variety. The pretty little town of Moosomin is attractively situated in this forest belt, and thus possesses a charm of which no other town between Brandon and Regina, on the C.P.R. line—and there are several of them—can boast. Virden, thirty-seven miles west of Brandon, with its seven elevators and other industries, its two banks, and municipal gas-lighting, is evidently a prosperous place of some 2,000 people.

WHERE TIME CHANGES ONE HOUR.

At Broadview, 131 miles from Brandon, the traveller going west puts his watch back one hour, the change being made here from "Central" time to "Mountain" time. Grenfell and Wolseley are places of some importance, the latter possessing a light and power company, but the largest of all the towns in the 224 miles between Brandon and Regina is Indian Head, chiefly noted for its experimental farm, which is doing good work in providing settlers, free of all charge, with information on the most suitable methods of farming in the different districts of Southern Saskatchewan. Much attention is also devoted to discovering the trees and shrubs which grow best on the prairies. Our next stop after leaving Indian Head is at Qu'Appelle, which also gives its name to a Dominion electoral district and a Church of England diocese.

A little more than an hour later we reach Regina, the capital of Saskatchewan. In its early days this city was known as "Pile o' Bones," a name derived from a literal translation of the Indian word "Wascana," applied to a mound of bones which had accumulated at this spot in the days when there was much hunting and slaughtering of buffaloes by the Indians who roamed over the prairie for this special purpose. Parts of the prairie are still strewn with buffalo bones, though large quantities have been collected and sold to the one or two industries in which they are of much use.

The first impression of Regina, as seen from the train, is one of pleasant surprise. Although there are only 12,000 people here, yet the size and architecture of the buildings, the planning of the city, and the general air of business-like compactness give it some claim to the title of the "Queen City of the West." The City Hall and Post Office are exceptionally fine buildings; they would do honour to a city ten or twenty times the size of Regina. Much healthy rivalry exists between Regina, Moose Jaw, and Saskatoon—the three largest cities of Saskatchewan—each of which is in a position to boast of some prominent feature entirely its own. Regina is the provincial capital, and, as such, the home of the Government and Parliament buildings; Saskatoon is the University city; and Moose Jaw is an important railway centre, with large C.P.R. repairing shops.

A FARMER'S SUCCESS.

Whilst in Regina, Mr. Peter Horn, of Meadowbank Stock Farm, Sherwood, nine miles south-west of the capital, told me something of his success as a farmer in South Saskatchewan. He was formerly a ticket-collector on the Caledonian Railway. On first coming to Canada he worked for a while in Ontario, but nine years ago migrated to the West. When he reached Regina he had $35 and a car load of settlers' effects (furniture, implements, etc.) and stock. He took up a homestead (160 acres), which cost him nothing more than $10, and some time later purchased another quarter-section. From 200 acres of this half-section he has had as much as 9,000 bushels of wheat in one season, but in 1909, owing to climatic conditions, the yield was not quite so good. The deficiency in quantity was, however, more than balanced by the high prices obtainable. In 1908 Mr. Horn could only get 34 cents per bushel for his bumper crop, whereas last year he was selling at 90 cents a bushel. Wheat-growing, however, is now only a side-line with Mr. Horn. For some time past he has been devoting his energies more especially to the breeding of "Clydesdales" and hogs (Yorkshires), and so successful has he been in this branch of farming that his horses and hogs have lately taken champion prizes at Chicago, Regina, Brandon, and other exhibitions. Mr. Horn has built for himself an up-to-date brick house and farm buildings—an unusual luxury in his part of the country. Asked as to the value of his property at the present time, he replied that he would not take $35,000 for it.

There is a large "foreign" settlement in Regina, consisting chiefly of Germans, Galicians, Italians, Russians, and Scandinavians. Most of them have taken up homesteads, where they live and work for six months of the year, in conformity with the regulations governing the free-land grants; during the other six months they seek work in the city or wherever it is obtainable. At the end of three years, having carried out the Government requirements, the homestead of 160 acres becomes their absolute property; if they have no further use for it they are at liberty to sell it as an improved farm, and as such it will fetch from $20 to $40 an acre.

WHERE THE BRITISHER HANGS BACK.

The "foreigner" seems altogether more eager than the British immigrant to take advantage of the free land grant. The life is naturally a pretty hard one whilst homesteading, and particularly so if the homesteader has to remain on his farm during the winter. These hardships do not apparently daunt the "foreigner" to the same extent as they do the Britisher. The former, with his family, will find a canvas tent or a sod cabin a sufficiently comfortable home for the greater part of the year when homesteading, whilst the British settler often prefers, to some extent, to obtain work in the town or on somebody else's farm, where he can live in comfort such as would not be his lot on a homestead of his own. When all is said and done, however, for the man with no capital homesteading, properly carried out, is the surest and safest way to a future life of independence, ease, and affluence. Thousands of men who began in this way a few years ago are now living happily and contentedly a life of ease and comfort on the fortunes they have made by farming. One meets them on the train travelling to the Pacific coast, to California, to Montreal, and New York, en route to England, all on pleasure bent; at the best and most expensive hotels; at the clubs—in fact, here, there, and everywhere throughout the beaten tracks of the Dominion. One prosperous farmer that I met in Manitoba takes his family to Victoria, 1,450 miles away from home, for the winter months. Where would a parallel case be found in Great Britain of a farmer making enough money out of but one branch of farming during the summer months to take his family to the South of France or to Italy for the winter year after year? In the more settled districts many farmers are in telephonic communication with their neighbours, and with the towns and cities for many miles around them. This tends to minimise the isolation of life on the prairie.

A DELUGE OF PROSPERITY.

The farmers of Saskatchewan have been simply deluged with prosperity this year; not only has their wheat crop generally been an exceptionally bountiful one—it has been, and is still being, sold at record prices. Many of them have thus been enabled to pay off mortgages held by the loan corporations doing business in Regina before they were even due; so much has this been the case that the loan companies have been somewhat chagrined at not being able to find so profitable an investment in other sources for the surplus funds which have in this way come, more or less unexpectedly, into their coffers.

A new Union railway station is to be built in Regina next year. The principal streets of the city are paved, and the side walks are agreeably wide. The new Parliament buildings are going up apace some distance out in the country, but so rapid is the growth of Regina that in the course of but a very few years they will form the centre of the city. Already street railways and subways are being talked of. The Dominion Exposition is to be held here in 1911, for which preparations are actively in progress, even at this early date. In no other city of Canada have I noticed such a large proportion of responsible young business men, principally as proprietors of stores.

(To be continued.)

Photographs illustrating Mr. Blaynay's tour are reproduced on our middle pages.

* * *

THE FRUIT GROWING INDUSTRY OF BRITISH COLUMBIA.

Mr. Thomas Cunningham, Provincial Fruit Inspector of the Province of British Columbia, speaking of the prospects of the fruit growing industry in that Province during the present year, said:—

"I received recently an inquiry from an American firm for a tract of from 5,000 to 10,000 acres of land in British Columbia, suitable for fruit growing. This shows that the fame of the Province as a fruit growing country is spreading. Growers already established are also extending their business. An up-country rancher called on me lately. He had just returned from a trip to Oregon, where he had ordered 17,500 young trees, and he had also ordered 30,000 more in Victoria, so that means that 47,500 will come through here in March for one person. This is indicative of the rapid growth of the fruit industry. It seems a pity that we don't grow more nursery stock ourselves. There is a splendid opening in this country for a large nursery for fruit trees. I think people are beginning to recognise this, because I heard only this morning that 200 acres of the interior will be planted in nursery stock in a short time. There was an unusually large quantity of nursery stock imported in November and December. In fact, during the last two weeks we inspected five carloads of nursery stock. A large proportion of it consisted of ornamental trees, most of it from Europe."

Six noble women, not shrieking for the right to vote, but meekly gowned in the garb of the Grey Nuns, are now on their way to resume work among the Indians at Isle la Crosse, 300 miles north of Prince Albert. From Prince Albert they have to make their way over the prairie and streams in the primitive manner of the pioneers, sleeping in the open, till their long journey is accomplished. When their destination is reached, there, cut off from the rest of the world, they will give their best energies, perhaps their lives, to the work of civilising the Indians. May success attend their efforts.—*The Calgary Herald.*

Our Prize V
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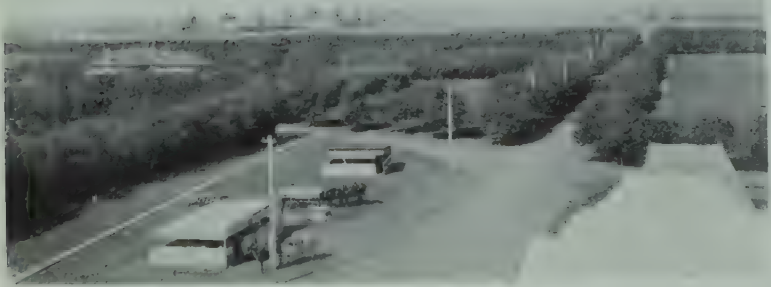
THE THIRD TH

A HOG-BREEDING FARM IN THE WEST.

A PROSPEROUS MANITOBA


THE EXPERIMENTAL FARM AT INDIAN HEAD: THE TOWN IN THE BACKGROUND.

THE NEW PARLIAMENT BUILDINGS, REGINA, IN COURSE OF CONSTRUCTION

THE RICHEST WHEATFIELDS IN THE WORL

nner's Tour
ada:
SAND MILES—I.

A "BUNCH" OF CLYDESDALE MARES ON A SASKATCHEWAN FARM.

ND HIS FAVOURITE TEAM.

"AN UP-TO-DATE BRICK HOUSE."

S IN THE NEIGHBOURHOOD OF VIRDEN, MAN.

MARKETING GRAIN—AT INDIAN HEAD.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The committee appointed to make preliminary arrangements for the coming Dominion Convention of the Conservative party, has decided that the Convention will be held in Ottawa on June 15 and 16.

——Permission to issue debentures to the amount of $100,000 for park purposes will be sought by the city from the Provincial Legislature.

——The chief features in the annual report of the Civic Health Department presented to the Board of Health by Dr. R. Law, Medical Health Officer, and Dr. J. B. Hollingsworth, City Veterinary Officer, are:—A recommendation for the establishment of a municipal ice plant for a system of special milk preparation to decrease infantile mortality, for the establishment of a public abattoir, and for a system of compulsory notification of tuberculosis cases, and that authority be granted to remove all patients who should be in the new hospital to that institution.

——Sir Wilfrid Laurier recently received a delegation from the Quebec Battlefields Commission. The conference, it is understood, will be followed by a statement at an early day of the intentions of the Commission as to the taking over of the battlefields as a national park.

——Two pictures by well-known Canadian artists have recently been acquired by the Advisory Council for the National Gallery at Ottawa. They are "The Hillside Settlement, Winter," by Mr. A. Suzor-Cote, and "The Old Kirby Mill, Brantford," by the artist, Mr. J. S. Gordon, of Hamilton, Ont.

——The French-Canadian Congress has been recently held here. The gathering exceeded expectations as regards attendance, the principal work being the adoption of the educational report, with its important recommendations. The report recommending that the Government be urged to appoint another French Senator for Ontario, was adopted, and it was decided that the Congress should meet two years hence. A directorate was chosen, twelve each for four districts—Eastern Ontario, Northern Ontario, the counties on the St. Lawrence and Western Ontario.

Toronto.—A company has been incorporated under the Ontario Companies Act, having for its object the manufacture of high grade steel, such as is used in making edge tools for planes, lathes, drills, cutlery, etc., and for dental and surgical instruments which require a very fine high grade material. The company is known as the International Tool Steel Company, Ltd., capitalised at $750.000 with its head offices in Toronto.

——As a result of the attention recently directed to the question of fire outbreaks in schools, the Toronto Board of Education will build additional iron stairways in nine Toronto schools. Six of the schools are in recently annexed districts.

——Legislation to limit the amount to be devoted to the plant and renewal fund of the Consumers' Gas Company to $750.000 will not be applied for by the City Council this year.

——An extensive system of six boulevards completely surrounding the city and the island is suggested by Mr. Wilson, the Parks Commissioner.

——Sir John Hare has consented to act as the judge of the Governor-General's musical and dramatic competition, which is to be held here in the first week of April.

——Arrangements for the celebration of the approaching jubilee of the Queen's Own Rifles will be completed in two or three weeks. It is definitely arranged that the corps will leave Toronto about August 12. They will be in camp at Quebec for a week and then proceed to Aldershot, England, where they will be brigaded with other infantry corps assembled there for the annual manœuvres.

— The fire loss in the city in 1909 was $740,931. This was $333,058 less than the fire loss in the city in 1908, when it amounted to $1,073,989. The total insurance paid on the fire losses was $563,526, and the loss in excess of the insurance paid amounted to $154,064. The loss on buildings and contents on which there was no insurance was $23,341. Of the total loss, $740,931, the loss on buildings was $283,585, and on contents $457,348.

— A strike of the taxi-cab drivers of the Berna Motor and Taxicab Company, Ltd., is threatened.

Two recent luncheons of the local Canadian Club were addressed by the Hon. Sydney Fisher and Professor W. J. Robertson, who spoke on "Some Economic Aspects of Agriculture in Canada," and "The Call of the Land," respectively.

Hamilton. There was a recent outbreak of fire in the City Hospital which destroyed a wing of the building. The patients were, however, removed in safety.

London.—Mr. John Wilson, letter-carrier, of this town, has been granted the Imperial Service Medal.

St. Catharines. The City Council has unanimously adopted a by-law to reduce the number of city tavern licences from sixteen to ten.

Sault Ste. Marie. The General Manager of the Lake Superior Corporation states that in February it will call for tender for the extension of the Algoma Central Railway.

Elk Lake Nine tenths of the business portion of this town has been wiped out by fire. The loss is estimated at from $190,000 to $200,000, with less than $12,000 insurance.

QUEBEC PROVINCE.

Quebec. It is stated that Dr. Gauthier, of St. Ann des Monts, will contest the county of Gaspe, for the Provincial Legislature, against Mr. Perron, K.C., the Government candidate.

At a recent meeting of the Provincial Cabinet, a deputation from the College of St. Anne de la Pocatière was received. The deputation asked the Government to give help to enable the college to make the necessary improvements to render it one of the most perfect agricultural schools possible.

A corps of cadets has been organised in St. Jean Baptiste parish.

—A paper on "The Outlook for Imperial Unity" was recently read by Professor Leacock, of McGill University, before the Literary and Historic Club.

A shortage next summer is feared by the local ice merchants, as the Government steamers, *Montcalm* and *Lady Grey*, have been breaking up the ice on the battures along the north shores, from which they have been in the habit of cutting their supply.

Montreal.—Dr. Guerin, the Reform candidate for the Mayoralty, has been elected with a majority of 10,000 over Senator Casgrain, the Independent candidate. The citizens' list for the Board of Control—Messrs. Joseph Ainey, Louis N. Dupuis, F. L. Wanklyn, and Dr. E. P. Lachapelle—has also been chosen. Twenty-two out of twenty-three Aldermen, who were reported against by Commissioner Cannon, have been defeated.

—A large section of one of the walls that go to form the Normanesque barricade around the ice palace on Fletcher's Field, fell with a thunderous crash in consequence of the intensity of the recent January thaw. Rain and mild weather have greatly honeycombed the ice, and great gaps are seen in the "cementing" of the huge blocks of ice. The place at present is in a dangerous state of collapse.

——In all the local Congregational churches a short time ago special sermons were preached by the pastors on the subject of church union. The general trend of the argument was in favour of a union of the three great branches of the Protestant churches.

——Mr. Dakers Cameron, B.A., has resigned the secretaryship of the Montreal Branch of the Canadian Manufacturers' Association, to join a local business firm, Messrs. A. McKim, Ltd.

An address was given before the Montreal Reform Club a short time ago by Mr. W. D. Lighthall, K.C., on "The Liberals of Quebec."

——The Rev. W. D. Reid has resigned from the pastorate of Taylor Presbyterian Church, to accept the office of Superintendent of Presbyterian Missions for the Province of Alberta.

——By the will of the late Dr. Charles Henri Robert Lafontaine, seigneur of Chambly, who died last December, the Hospital for Incurables receives a legacy of $20.000. The widow of Dr. Lafontaine is left in charge of the seigneury of Chambly and all his other property. Dr. Lafontaine also left $1,000 to the Catholic chapel at Chambly, and $1,500 to the hospital at Chambly.

At a recent meeting of the City Council it was finally decided to secure possession of the Gagnon Library.

– At the annual meeting of the Royal Victoria Hospital, Mr. R. B. Angus resigned the office of president, and Sir Edward Clouston, Bart., was elected as his successor.

——Mr. Peter Lyall, president of the Western Hospital, at its annual meeting stated that in his opinion the work of the hospital in the community would be materially enhanced if the Western and General Hospitals would amalgamate, as the expense of maintenance would be largely decreased. He could not say anything officially, but he believed efforts were being made to bring amalgamation about

Riviere aux Chiens.—An important industry is about to be established at this place, under the name of the Dominion Starch Company. The installation of the necessary machinery for the manufacture of starch is being proceeded with expeditiously, and it is the intention of the promoters to have a plant of the latest and most modern make.

Sherbrooke.—The Quebec Official Gazette has announced that letters patent have been issued to the Sherbrooke Scale Company, with a capital of $20.000, divided into 200 shares of $100 each. The place of business of the company will be in the city of Sherbrooke.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

It is a matter of current rumour here that the Marine and Fisheries Department, which has occupied the dockyard since it was handed over to Canada by the British Government, will remove again to Dartmouth and re-occupy its former premises there, though as the scope of the Department has greatly widened in the meantime, the facilities at Dartmouth will have to be increased. This move is said to be due to the fact that when the Canadian naval policy is put into operation, the dockyard will be required by that branch of the service, over which Rear Admiral Kingsmill will probably be in command. This will mean re-establishment of the yard under

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somewhat the same conditions as when the British Navy was in occupation of it. The machinery in the shops has not been in use since the yard was handed over to Canada, but it was left in a good state of preservation, and so treated that it can be ready for operation in a short time. Some of this machinery, however, is now out of date, and will have to be replaced by more modern apparatus when the yard is being fitted up for the Canadian Navy. The residences will, if the change is made, be all occupied by navy officials and attachés, and the hospital building used as a purely naval hospital, though arrangements may be made to accommodate men there from the Marine and Fisheries' service ships. The coaling facilities at the yard may be improved for the naval occupancy, and it is possible some new buildings will be erected there.

The report also has it that the work of extending the pier at the Marine and Fisheries' property on the Dartmouth side will be begun early in the spring, and that possibly a second pier may be built there.

The committee recently appointed to look more fully into the matter of associated charities has drawn up a tentative constitution and by-laws modelled after those of the Boston Associated Charities.

News of the Province.

A convention of the Liberal party of Queen's County was held in the Liverpool Court House to nominate a candidate for the vacancy caused by the elevation of Mr. Farrell to the Senate. Three names were laid before the convention, those of Messrs. I. V. Dexter, A. W. Hendry, and D. C. Mulhall, of whom Mr. A. W. Hendry, an ex-mayor of the town, was finally chosen.

Word comes from Canso that Captain Alden Munroe and Wm. Fitzgerald, of the fishing schooner *Lottie B.*, are to be recommended for recognition by the Carnegie Fund for bravery shown in rescuing the crew of a fishing boat, which was in a sinking condition, when the fishing fleet was blown off shore by gales recently.

At the Caledonia collieries of the Dominion Coal Company the United Mine Workers' strikers, numbering about sixty, mobbed the police a short time ago, a number of the latter being injured.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

An enjoyable dinner and reunion of the University of New Brunswick graduates was held in the Dufferin Hotel. From the class of '57 to the class of '09 the men who have gone out from New Brunswick's chief educational institution were represented by about sixty-five of their number. The reunion was regarded as an important affair in the history of the University. Bringing together, as it did, a large proportion of the men who had received their training at the University, the banquet cannot fail to result in lasting good to both the college and the Alumni Society. Chancellor Jones pointed out that the greatest need of the University was for more funds, and to meet this need the provincial grant should not only be increased, but individual contributions should be made by the graduates themselves.

Mr. W. S. Coates, Chief Superintendent of Education for the Province of New Brunswick and President of the University of New Brunswick Alumni Society, presided, with Chancellor C. C. Jones on his right and Dr. Thomas Walker on his left. At the table of honour were seated the Hon. J. D. Hazen (Premier of the Province), Senator Ellis, the Hon. W. C. H. Grimmer, and Principal Bridges (of the Normal School).

Salvage of the "Bengore Head."

The salvage of the steamer *Bengore Head*, which was disabled on a voyage from Marysport to this place, was accomplished by the sealing steamer *Bonaventure*, after severai fruitless attempts. The *Bengore Head*, which carried a crew of forty, was in a precarious position for nearly a week. She was first picked up by the Allan liner *Pomeranian* on the day of her breakdown. After the *Pomeranian* had broken three cables, the *Bengore Head* was again left to her fate while the *Pomeranian* secured another. Then the *Bonaventure* expended two cables in an unsuccessful attempt, after which the sealer was forced to run for St. John's, Newfoundland, leaving the *Bengore Head* helpless. Eventually the *Bonaventure* again sent a line aboard, and finally towed the Head liner into port.

News from the Capital.

The Provincial Government is to meet at Fredericton shortly to complete arrangements for the session of the Legislature. It is expected that February 17 will be definitely announced as the date of opening.

At the annual meeting of the Fredericton Board of Trade many matters of public importance, including the Valley Railway, river steamship service, discrimination in freight rates by railways, and an agricultural college in connection with the University, were discussed and action taken thereon.

The Council is making arrangements for providing a larger and better water supply, the estimated cost of which is placed by the city engineer at $213,000. This would include the building of a new reservoir, with a capacity of 248.000.000 gallons, and a high level reservoir with a capacity of 32,000,000.

Following a "January thaw" wheels made their appearance in Fredericton, and until more snow comes sleds have given way to wagons for heavy hauling at least. Many of the country roads are bare of snow in spots, and travelling in the country will be difficult.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

After a lengthy discussion as to the best methods of attracting manufacturers to Winnipeg, the Civic Power Committee have appointed a committee of six to investigate and report on the best means of increasing the manufacturing interests of Winnipeg. During the discussion several suggestions were made along the line of offering inducements to manufacturers. Chief of these were proposals to abolish the business tax in force in the city, to fix now and advertise a price at which power will be sold for manufacturing purposes when municipal power is brought in from Point du Bois, and to have the city secure a large tract of land in which sites could be sold to manufacturers at some fixed price. Some reference was also made by some speakers to what has been claimed to be a worrying of manufacturers by the enforcement of the smoke by-law and the new electric wiring regulations, which require that all wires be placed in metal tubes.

The city will this year again go to the London market for $2,500,000, which was the amount raised last year. It has been constantly stated that $1,000,000 of the amount will be required for the power scheme, and that the remaining $1,500,000 will go into works of other kinds.

A proposal has been submitted to the Council that a by-law be submitted asking the ratepayers to endorse the raising of $350,000 for hospital extensions and improvements, with the alternative of devoting the sum to municipalising the present General Hospital.

The University Site.

Manitoba University has been offered another free site, comprising fifty acres, between East Kildonan Road and the river, directly opposite the new city park, in the locality known as Fraser's Grove, by the Kildonan Community Club, provided an agreement can be made with the owners of the property. A special committee has been formed to attend to the matter, and options have been secured on all of the five pieces of property involved except one. The site will be given on condition that the University building is erected upon it. The land in question is assessed at about $1,500 an acre. It is the intention to raise the money to purchase it either by private subscription or by passing a money by-law. If the proposed area cannot be secured the committee have other localities in view.

It is said that the Provincial Government, when it introduces its Bill for Government ownership of internal elevators at the coming meeting of the Provincial House, will insert a proviso that it must be submitted to a referendum of the people of the Province before it becomes law. In this case the question will be voted on at the elections which are expected to take place this spring.

News of the Province.

Messrs. Milne Bros., the well-known poultry breeders and exhibitors of Brandon, have secured a remarkable success at the poultry show recently held at Minneapolis. The birds shown by them swept the board in their respective classes, and their twenty-one entries carried off a similar number of prizes. Fifteen firsts and six seconds were awarded them, including two medals, a massive silver cup, and a number of specials.

A new company, to be known as the Brandon Auto Garage, has been organised in the same city, and will open for business in the near future.

A large number of homesteaders have taken up lands in the Dog Lake district, which is near the narrows of Lake Manitoba, during the past year, and the general trend of settlement seems to be in this locality and elsewhere between Lake Winnipeg and Lake Manitoba. The Government inspectors report a great deal of the land in the Dog Lake district to be admirable for general farming purposes. Roughly speaking, there are 1.300 homesteads to be available on and after February 15, and a number of the townships in which these lands are located will in all probability be well served with railroad facilities next summer, or at the latest by next fall; the extension of the Oak Point branch of the Canadian Northern Railway will be railed to Dog Lake, which is not far from part of the lands which are to be thrown open.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

The final returns of the field crops in Saskatchewan for the past year, as compiled by the Bureau of Information and Statistics, in the Department of Agriculture, are as follows:—The total area in grain crops was 6.898.559 acres, and the average acreage of grain crops per farm for the Province was 84.9 acres. The acreage of all crops was 7.016.272. These crop yields place Saskatchewan in the third rank among the Provinces of the Dominion and States of the Union as a producer of wheat and oats. The average price on the farm for the wheat crop of all grades was 84c. per bushel, which means that the wheat crop was worth $75,780,600 to the producers. The oat

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

crop, at an average price of 26c. per bushel, was worth $27,420,900, and the total value on the farm for all grain, roots, and fodder crops raised in Saskatchewan in 1909, together with that of milk and its products, was $132,539,242. The total flax output of Saskatchewan was 3,893,306 bushels from 278,835 acres—an enormous increase over 1908. In harvesting this immense crop the farmers of Saskatchewan received aid from 12,500 harvesters, brought from the East on seven excursions, and distributed throughout the Province. This Province received over 63 per cent. of the harvesters who came West this year. There are in the Province at the present time 1,758,000 acres of new land, and 1,772,000 acres of summer fallow, together with a large area of fall ploughing ready for the crop of 1910. The total agricultural assets, consisting of live stock and implements, in the Province of Saskatchewan, valued at $178,421,961, are owned by 81,303 farmers, and grown on less than 12 per cent. of the estimated arable acreage in the Province south of parallel 55. There are in the Province at the present time 842 grain elevators, having a total capacity of 24,279,000 bushels.

Proposed Street Railway.

In reply to the announcement that the city of Regina was prepared to receive proposals for a franchise for a street railway system, Mr. G. M. Guest and Mr. Lawford Grant, of Montreal, arrived in the city some days ago, accompanied by an expert street railway engineer, Mr. J. E. Sewell, of New York. After investigating the openings for the proposed line these gentlemen have decided to submit a proposition to the City Council at once.

Messrs. Tees and Persse, the Winnipeg wholesale firm, who are erecting a $40,000 warehouse in Calgary, have just purchased a site, consisting of two lots, in this city, to be used for a similar purpose.

Just at the present time there is much discussion over the estimates for Dominion Fair buildings. The new buildings proposed by the Dominion Fair Board number sixteen, and the total cost is to be $96,200.

News of the Province.

Good progress is being made with the work of installing the new electrical generator engine in the city power house at Saskatoon. It is reasonably hoped that very shortly the light and power service will be improved by this being brought into use.

Mr. J. H. Haslam and Mr. W. F. Kerr, President of the Greater Regina Club, addressed the Canadian Club of that town recently on "The Greater Saskatchewan," showing what is to be gained by the cities of the Province working together.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton.

The United Farmers' Association of Alberta has recently held its annual convention here, 160 delegates attending. The convention was addressed by the Hon. Duncan Marshall, Provincial Minister of Agriculture, and the Hon. A. C. Rutherford, the Premier. Mr. Marshall announced his intention of investigating what he termed the outrageous transportation rates from the mines to isolated villages of the Province and laying the case before the railway commission, with a demand for redress in the form of cheaper rates. The delegates urged the establishment of a co-operative pork-packing plant, co-operative creameries, and co-operative associations for the marketing of grain and farm products, and asked for co-operation in the establishment of the western grain route, and for co-operation in organisation. The outstanding features of the convention were the decided stand taken by the delegates for the Government ownership of elevators and the resolution calling for the consolidation of rural schools. The Provincial Government will be also asked by the association to procure money, if possible, at 3½ per cent. on the credit of the Province, and to loan it out to the farmers at 5 per cent.

The important announcement that a reorganisation of the senate of the Alberta University, by which the farmers of the Province would have representation on that body, would take place shortly, was given by Dr. Tory, president of the University, at the banquet given by the City Council to the convention of farmers.

News of the Province.

Of the 1,620 cars of last year's crop inspected in Calgary to date, not 5 per cent. has been consigned to eastern points, where in former years the very large bulk was shipped. While it is not definitely known that big orders are coming from Mexico, indications point that way. A large number of sealed samples have been sent by Calgary grain dealers to shippers in Mexico, and numerous inquiries have been made as to the methods of weighing and handling the grain at the Pacific coast. The demand for spring wheat is most pronounced this year, while in former years winter wheat dominated the market.

British capitalists continue to invest large sums in Calgary business property. Sir John Langham, who has already made heavy investments in the business section, has purchased $160,000 worth of Eighth Avenue property.

Calgary clearings for the one week were recently $2,231,516, as compared with $1,348,479 for the corresponding week last year increase at the rate of 65.5 per cent.

The development of the coal industry in Southern Alberta is strikingly shown by the number of mines being operated in that country. Returns from the Frank district show an expenditure for various expenses on pay-day of approximately $600,000. The mines have to be operated overtime in order to supply the demands made upon them.

At a recent meeting of the City Council of Medicine Hat it was decided to seek an amendment to the city charter conferring the municipal franchise on married women holding property in their own rights.

BRITISH COLUMBIA.

Victoria.—A recent meeting of the Provincial Executive was devoted to consideration of the memorandum between the Government and Messrs. Mackenzie and Mann, under which construction is provided for the Canadian Northern through British Columbia, from the Yellowhead Pass to the Coast, by modern railway ferry to this city, and thence to a west coast terminal on Barclay Sound. The scope and contents of the Bill were virtually completed, and subsequently accepted by Mr. Mackenzie on behalf of the Transcontinental company, of which he is president.

——A delegation from the Children's Aid Society and the Women's Council waited upon the Hon. Dr. Young a short time ago to urge the Government to take the necessary steps to give effect to the Federal Act, respecting Juvenile Courts, and also to aid in the establishment of a home for detention and shelter.

——With the month of January little more than half expired, the value of buildings for which permits had been issued by the Building Inspector already exceeded the aggregate value for the whole month a year ago by $7,750. To date this month permits have been issued for buildings of a value of $86,830, compared with the January figures a year ago of $78,080.

——The annual report made by the Water Commissioner, Mr. James L. Raymur, on the work of his department for the past year shows that the Department now possesses assets of $1,647,199, with liabilities of $987,453, leaving an excess of assets over liabilities of $659,746. The balance at the end of the year is figured at $59,910. The total quantity of water pumped monthly during the year was 838,329,306 imperial gallons; heaviest day's pumping, July 22, 3,600,000 gallons. During the year the total length of mains laid was 95,515 feet.

——The deficit for the Fall Fair of 1909 amounts to $19,373.

——The official recount of votes taken at the recent British Columbia election on local option, about completed, shows that British Columbia will remain "wet."

——The holdings in the Cassiar district of the Cassiar Gold and Copper Company were recently bought at auction by Mr. James S. Murray, of this city, for $525, the purchaser to pay Government fees on leases, etc., the whole amounting to $1,575.

Vancouver. Mr. J. B. Mathers, President of the Dominion Trust Company, of Vancouver, has presented a proposition to the city, to erect a handsome block on their property adjoining the Causeway, opposite the post office, on condition that no building will be erected on this part of the corporation property.

——Bank clearings for the second week of January totalled $6,933,107, which amount is $479,079 in excess of the total of the clearings for the first week in the year. The amounts were over 100 per cent. greater than those of the corresponding week in 1909.

——The steamer *Tees* arrived from the west coast of Vancouver Island recently, bringing 200 barrels of whale oil and 71 bundles of whalebone. She reported that the whaling had not been very successful, only seven whales having been captured since the opening of the winter whaling season.

——Word has been received from Mr. J. B. Jackson, Canadian Trade Commissioner at Shanghai, that a small shipment of British Columbia apples in boxes arrived on November 22, and had a ready sale at good prices.

——The Ministerial Association has applied for membership in the Trades and Labour Council.

——The Canadian Northern Railway are contemplating a line through the country north-east of the Portland Canal mining camp to the Peace River country.

Tod's Inlet.—The Vancouver Portland Cement Company's plant at Tod's Inlet has commenced operations again, after six weeks' idleness. The company has sufficient cement on hand to supply the market of British Columbia for about four months, and has decided to operate at half capacity for several months.

New Westminster.—A steamer, designed for use on the Columbia River, between Golden and Windermere, is being partly built at the Fraser River Mills, and will be completed on the ice on the Columbia River. The boat will carry about 30 tons of freight and 100 passengers.

——Work has been commenced at Sapperton on the clearing of the site for the Western Canada Bag, Envelope, and Box Board Company, which will shortly erect a large plant on a lot recently secured. The plant will have a capacity of 120,000 pounds of box boards, building paper, roofing, sheathing, bag, envelope, and pulp specialties per week. About 200 men will be employed.

Nine census enumerators have started the work of ascertaining the present population of the city. It is estimated that there are now 15,000 residents here.

OBITUARY.

THE LATE SIR GEORGE DRUMMOND.

By the death last week of Sir George Alexander Drummond, K.C.M.G., C.V.O., President of the Bank of Montreal, there is lost to Canada one of the most distinguished citizens and public spirited statesmen of the day. His health had been failing for some time, and the news came therefore less as a surprise than a matter of regret. Born in Edinburgh in 1829 and educated at the Royal High School and University of that city, Sir George Drummond was twenty-five years old when he emigrated to Canada, in 1854, to assume the management of the sugar refinery established by the late Mr. John Redpath. His share in, and influence upon, the financial and business world of the Dominion has since that time been of great weight, as will be seen from the many important positions he occupied in various concerns. At the time of his death he was a director of the Canadian Pacific Railway, President of the Canadian Sugar Refining Company (which he had founded), President of the Canadian Manufacturers' Association (1904), and Vice-President and President successively of the Montreal Board of Trade. At various times he had close associations with a number of other great business enterprises of Montreal, including the Mexican Light and Power Company, of which he was the President.

THE LATE SIR GEORGE DRUMMOND.

HIS POLITICAL CAREER.

Sir George had been a member of the Canadian Senate since 1878, and was Chairman of the Committee on Banking and Commerce, where his wide experience and knowledge of financial affairs greatly contributed to the perfecting of legislation before Parliament. In politics he was a staunch Conservative. He never sat in the House of Commons, being defeated when he contested Montreal West in 1872 by the Hon. John Young. Summoned to the Senate in 1880, under the Administration of Sir John Macdonald, by the Marquis of Lorne, Sir George found in this quieter sphere of political discussion a field for useful influence on public affairs. So far back as 1885 he moved a strong resolution in the Senate directing attention to the anomalous charges of the British Post Office on periodicals, which gave such a preference in Canada to American over British magazines, and pointed out, in a vigorous speech, how prejudicial this state of things was to Canadian and Imperial interests, and what a harmful effect it was likely to have on the sentiments of the Canadian people.

PHILANTHROPIST AND PATRON OF ART.

His interest in philanthropic work went hand in hand with his success in business, and he was intimately connected with a host of charities and public institutions, among which is the Home for Incurables in Montreal, founded by him and opened in 1894 under the charge of the Sisters of St. Margaret.

He was a devoted lover of art, with a discriminating taste in the purchase of pictures, acquired during some years spent in travel and study abroad between 1874 and 1879, and succeeded in forming one of the finest collections of paintings on the American continent. He began to buy some fifty years ago, and might thus be called the *doyen* of Montreal collectors. Among the English artists whose paintings are represented in his collection are Reynolds, Lawrence, Turner, Constable, Morland, and Watts. In the Old Masters he had good examples of Hals, Cuyp, Wouverman, and Claude; while the Barbizon school is represented by Daubigny, Corot, Rousseau, and Millet. Among the Dutch of to-day there are some excellent works by the three brothers Maris and by Israels. Sir George was for some years President of the Art Association of Montreal

In 1857 Sir George Drummond married the late Mr. John Redpath's daughter. After Mrs. Drummond's death he married, secondly, in 1884, Grace Julia, widow of Mr. George Hamilton and a daughter of the late Mr. A. Davidson Parker, of Montreal, who survives him, as do several sons. He was made K.C.M.G. in 1904, and his decoration of C.V.O. was bestowed by the Prince of Wales in 1908, on the occasion of the Tercentenary celebrations at Quebec, when Sir George was a member of the Battlefields Commission.

MAJOR MACAULAY.

The death occurred at Toronto recently of Major W. B. T. Macaulay, B.A., formerly Principal of Westmount Academy, Montreal. Major Macaulay, who was forty-three years of age, was a son of the late Rev. R. S. Macaulay, of Irvine, Scotland. For the last year or two he had been a victim to rheumatism, and his resignation from Westmount Academy, at first declined by the directors, was ultimately accepted with regret last year, when he went to reside in Toronto. He was a Major in the Canadian Militia, and retired some years ago, with permission to retain the title. Major Macaulay was one of the founders of the Montreal Amateur Athletic Association, and did a great deal for the encouragement of athletics in the city.

A WELL-KNOWN SCULPTOR.

The death is announced, from Montreal, of Mr. Henry Beaumont, the well-known architectural sculptor. Mr. Beaumont was born in Manchester in 1853, and went to Canada in 1888. His original, and somewhat daring, style of sculpture has been the subject of much comment. The gargoyles of St. Giles' Parish Church, Camberwell, London, in which caricatures of famous statesmen are delineated, having been particularly noteworthy in this connection. Mr. Beaumont was very successful in Canada. One of the finest examples of his skill is to be seen in the Canada Life building, the carving of which is after the Flemish School, and is considered one of the finest specimens of outdoor sculpture on the American continent. His work also appears in McGill University and the Montreal Art Gallery.

DR. A. A. BROWNE

One of the best-known and most esteemed of Montreal's physicians died recently in the person of Dr. Arthur A. Browne, who had been in ill-health for some time. The late Dr. Browne, who had practised for forty years in the city, was born at Kingsey, in the Eastern Townships, in 1846. After a short experience in the Bank of Montreal, he received his education at McGill University, graduating in both arts and medicine, after which he went abroad for a year's study. He married Miss Jane Labatt, of London, Ont., who survives him, as do three sons, Messrs. D. H. and R. R. Browne, Montreal, and G. S. Browne, of the Royal Canadian Horse Artillery, and one daughter.

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FESTIVAL OF EMPIRE.

Welcoming Colonial Visitors.

Elaborate preparations are being made in London and the provinces for the reception and entertainment of the 1,200 official delegates who are coming from the British Dominions over the Seas to take part in the Festival of Empire at the Crystal Palace during the forthcoming summer. In order that the visit of the delegates may be successful and enjoyable, no effort is to be spared in promoting their comfort. To help towards this end Mr. Burdett-Coutts has placed the historic residence, 81, Piccadilly, at the disposal of the Council. The house has been transformed by an eminent firm of art furnishers, and during the eight weeks of the Festival it will constitute a club where the Colonial delegates will be welcomed and find hospitality. It may be added that at the Crystal Palace itself rooms will be set apart for the visitors, where they may conduct their correspondence.

Immediately the Festival was announced no fewer than thirty patriotic societies in London alone came forward and suggested that they should play the part of hosts. The offer was accepted by the Council, and so far as possible arrangements were made whereby Canadians will be welcomed by brother Canadians resident in the metropolis, or Australasians by brother Australasians.

THE LORD MAYOR'S WELCOME.

The City of London, famous for its hospitality, will not be behindhand, for the Lord Mayor has generously consented to give an official welcome banquet to the 1,200 delegates when they reach the Mother Country. It has also been felt that many of the visitors will like to tour the country, to make acquaintance, perhaps for the first time, with its scenes made famous in history, romance, or song. The Council have therefore accepted the offer of two firms of motor-car manufacturers to place at their disposal as many cars as are required to take the delegates to those parts of the country which they may wish to visit, and tours have been arranged for every day during the eight Festival weeks. Not only that, but the delegates who stay in London will have motor-cars placed at their disposal to carry them to the Palace every morning and bring them back to town at the close of day. A large number of private owners have also come forward and offered their cars for the use of the Colonial visitors.

Princess Louise, Duchess of Argyll, has consented to be the honorary president of the Ladies' Committee in connection with the Festival.

Trade and Business.

CANADA'S PROSPERITY.

Montreal Board of Trade Report.

The review of the year 1909 of the Montreal Board of Trade, which has just been issued, begins by pointing out the improvement which has taken place in business during the twelve months. "The position in which Canada finds herself at the close of 1909" (says the report) "and the beginning of 1910 cannot fail to be a matter of much satisfaction to all who are interested in her welfare. One year ago, the commerce and industry of the country were in a condition of considerable doubt; the manufacturing interests, while looking forward towards a steady improvement, were still distrustful of the immediate future; many large industries were either closed down or operating in a limited way; the proportion of the unemployed was anything but satisfactory, and trade generally was showing the effects of the previous period of financial depression. Predictions early in 1909 were hopeful. but it was felt that the immediate future depended mainly upon the agricultural successes of the coming season." Everyone knows that a record crop was harvested, with the result that the stability of the finances and various industries of the Dominion was established.

Much of the report has already been covered in *Canada*, especially the figures concerning the crop, mining outputs, and the British money which has gone to the Dominion during the year. The following information is, however, of interest :—

"It has been estimated that the loss by fire in Canada last year reached $19.000.000 or about $2.60 per head, which is a high percentage compared with the annual average of European countries of about 33c. per head of population. where the cities are larger and the buildings necessarily more crowded.

"The Canadian failure record during 1909 was of an encouraging nature as compared with 1908. The number of failures was but 1,442, as against 1.640; the assets $10.750.954, as against $12.008.113, and liabilities $12.982.800, as against $14.931.790. The margin between assets and liabilities was $2.231,846, against $2,923.677 in 1908. There were no bank failures in 1909, while in 1908 there were two."

The Lumber Trade of 1909.

"The lumber trade of 1909, judging by the exports from Canada, was a long way ahead of that of the previous year. The total exports of lumber and timber from Montreal, Quebec, Three Rivers, and Pierreville and other ports amounted to 247.100,232 board feet, against 214,473,751, an increase of 32,626.481 feet, as compared with 1908. It is doubtful if the prices realised were much higher than those of 1908, but the lumber trade looks forward to a stiffening up during 1910. From all that can be learned, the cut of the present winter will exceed that of a year ago.

"It was recently estimated that the output of pig iron in Canada during 1909 amounted to about 800,000 tons, in round numbers. The output during the coming year will be even greater, as there are now in course of completion three additional furnaces with a combined capacity of about 1,250 tons per day. As a matter of fact, it has been impossible for the home plants to produce anything like the quantity of iron required in the country. The annual production of steel in Canada is now thought to be in the vicinity of 800.000 tons, or about the same as that of pig iron. The production of both pig iron and steel was away ahead of 1908, that of pig iron being a record.

"Everything considered, live stock shippers have been fairly well satisfied with the season's business, but the exports through Montreal, both of Canadian and American cattle, show a falling off. Total shipments were 94.294 head in 1909, as against 99,780 in 1908. Of these, American cattle numbered 7,227 in 1909, against 10.398 in 1908, leaving 87,067 Canadian in 1909, against 89,372 in 1908. Shipments of sheep amounted to but 1,116, against 10,111 in 1908, while horses were 286, against 116. The falling off in sheep was due to the high price here

"The boot and shoe trade was in a much more satisfactory condition than the previous year and factories were well employed. The increased price of hides was, however, an adverse feature, so far as profits were concerned.

Improvement in Textile Trades.

"There has been considerable improvement during the year in the textile trades. So far as the woollen industry is concerned, such plants as were not finally closed down of recent years have been busily employed. In fact, the situation for such plants has not been so bright for years. Knitting mills are well employed also. The cotton trade was interfered with by the exceptionally high price of raw cotton, the result of the conditions in the trade being that during the latter part of the year the Canadian mills which manufacture the regular lines of grey and white cotton were running short time. In other lines of cotton the situation was apparently very satisfactory. Dry goods houses have all been busy, and a splendid trade has been done during the year.

"Shipments of grain from the port of Montreal during the season showed a considerable falling off, being about 28.000.000 bushels, as against 31.500.000 in 1908. Flour shipments showed an increase of over 50 per cent., and apple shipments were enormous, being 600,000 barrels."

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian buyers in Europe :—

LONDON.

Wm. Agnew (dress goods and silks) (Wm. Agnew and Co., Montreal)—Headquarters: 35, Milk Street, E.C.

D. L. Chabot (dress goods and woollens) (Hodgson, Sumner, and Co., Ltd., Montreal)—First Avenue Hotel.

Colin Cockburn (millinery, etc. (Cockburn and Rea, Ltd, Toronto)—Headquarters: 35, Milk Street, E.C.

F. J. Knight and W. C. Cliff (making-up fancies) (Rhys D. Fairbairn, Ltd., Toronto)—17, Aldersgate Street, E.C.

E. W. Waldron (Richard Waldron, Kingston, Ont.)—35, Milk Street, E.C.

Geo. M. Smith (G. M. Smith and Co., Ltd., Halifax, N.S.)—35, Milk Street, E.C

J. W. Ratchford (buying for own retail stores) (Nova Scotia Steel and Coal Co., Ltd., Sydney Mines, N.S.)—35, Milk Street, E.C

J. E. McCurdy (McCurdy and Co., Sydney, C.B.)—35, Milk Street, E.C

H. A. Cook (Wood Bros., Halifax, N.S.)—35, Milk Street, E.C.

LEICESTER.

John Suckling (hosiery and made-up goods) (Stobart, Sons and Co., Winnipeg)—Grand Hotel.

BRADFORD.

J. A. Shehyn (men's and women's woollens and dress goods) (McCall, Shehyn, and Co., Quebec)—Midland Hotel.

Geo. H. Stewart (men's and women's woollens and dress goods) (Stobart, Sons, and Co., Ltd., Winnipeg)—Midland Hotel.

O. L. Nelson ("Semi-Ready," Ltd., Montreal—Own Office: Peel Place.

MANCHESTER.

A. S. Binns (dress goods, linens, etc.) (R. J. Whitla and Co., Ltd., Winnipeg)—56, Bloom Street.

Arthur T. Little (Robinson, Little, and Co., London, Ont)—Midland Hotel.

D. McKay (Robinson, Little, and Co., Winnipeg)—Midland Hotel.

W. H. Creighton (woollens, etc.) (Finley, Smith, and Co., Montreal)—Midland Hotel.

N. McFadyen (dress goods, etc.) (Fitzgibbon, Schafheitlin, and Co., Montreal)—Midland Hotel

W. T. H. Boyd (staple cotton and linen goods (John Macdonald and Co., Ltd., Toronto)—Own Office: 84, George Street.

D. J. Brown (Macaulay Bros. and Co., St. John, N.B.) Midland Hotel.

Fred Ayre (Ayre and Sons, Ltd., St. John's, N.F.L.) Grand Hotel.

I. Perlin (I. F. Perlin and Co., St. John's, N.F.L.) Grand Hotel.

J. H. Stick (Royal Stores, Ltd., St. John's, N.F.L.) Midland Hotel.

J. H. Taylor (William Frew, St. John's, N.F.L.) Midland Hotel

Wm. Marshall (Marshall Bros., St. John's N.F.L.) Midland Hotel

PARIS.

Fred. Russell (dress goods, etc.) (McIntyre, Son, and Co., Ltd., Montreal) Own Office: 110, Rue Reaumur.

F. P. Garneau (dress goods and fancies) (Garneau, Ltd., Quebec)—c.o. 54, Rue d'Enghien.

M. P. Beaudry (dress goods and fancies) (Gauvreau, Beaudry, and Co., Quebec)—c.o. 54, Rue d'Enghien.

N. Paulet (dress goods and fancies) (A. Racine and Co., Montreal) c.o. 62, Rue du Faubourg, Poissonniere

A. L. Sevigny (dress goods and fancies (P. P. Martin and Co., Montreal) Hotel de Baviere, Rue Richer.

Canadian Government
TRADE COMMISSIONER SERVICE
IN THE
UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom :—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows :—

Australasia—
- **J. S. LARKE,** The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- **D. H. ROSS,** Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
- **J. B. JACKSON,** 15, Kiukiang Road, Shanghai, China.

Cuba—
- **E. KIRKPATRICK,** Plaza Hotel, Havana.

France—
- **A. POINDRON,** 101, Rue Réaumur, Paris.

Holland—
- **W. T. R. PRESTON,** 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
- **G. A. HARRIS,** 14 Bund Room B, Yokohama.

Mexico—
- **A. W. DONLY,** Rebeldes No. 6, Mexico, D.F., Mexico.

Newfoundland—
- **J. E. RAY,** Gazette Building, Water Street, St. John's.

Norway—
- **C. E. SONTUM,** Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
- **JOHN A. CHESLEY,** Rhodes Building, Cape Town, Cape Colony.
- **H. R. POUSSETTE,** Durban, Natal.

West Indies—
- **E. H. S. FLOOD,** Bridgetown, Barbadoes.
- **E. A. H. HAGGART,** Kingston, Jamaica.
- **R. BRYSON,** St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
- **S. L. HORSFORD,** St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
- **EDGAR TRIPP,** Port of Spain, Trinidad. Agent for Trinidad and Tobago.
- **R. H. CURRY,** Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

SLEEPING CAR RATES IN CANADA.

At a recent meeting of the Railway Commission the question of sleeping and Pullman car rates were gone into. This was not in the nature of an inquiry by the Board as to the justice of the present rates, but rather a discussion of the rates and the principles on which they were based, so as to secure records and information for filing in the offices of the Commission which could be available in future. All the railways were well represented, and the whole question was talked over for several hours, the discussion taking the form of an almost informal talk. Amongst other matters brought up was whether or not it would be proper to make a difference in the charges for upper and lower berths—a question which has long been thought of by those who travel by night. This was objected to by the railway men, and arguments were adduced to show that the present scale of charges, with even rates for uppers and lowers, was equitable.

At the conclusion of the discussion the matter was handed back to the railway companies to prepare tariffs and state their reasons, so as to furnish a basis for further discussion, while the chief traffic officer of the Board was instructed to take the matter up.

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THE G.T.P. PRAIRIE SECTION COMPLETE.

The completion of the Edmonton-Wolfe Creek section of the Grand Trunk Pacific is announced. Trains will shortly be operating west of Edmonton for 130 miles, or a total of 923 miles west of Winnipeg. The prairie section of the National Transcontinental is now complete.

Wolf Creek is on the eastern side of the Rocky Mountains; the distance is more than half way from Winnipeg to Prince Rupert. In British Columbia about 100 miles of track has also been laid. In the spring work upon the remaining 700 miles, including the mountain sections, will be actively pushed forward. Thousands of tons of rails, plant, and machinery are being accumulated at Prince Rupert.

✻

CHANGES IN GRAND TRUNK RAILWAY STAFF.

Mr. H. E. Byram has been appointed assistant to the first vice-president of the Grand Trunk Railway, and will have jurisdiction over the operating departments. Mr. C. G. Burnham will continue to act as assistant to the first vice-president, and will have jurisdiction over the traffic departments. Mr. D. Miller, first vice-president, will, in addition to his present duties, assume charge of the operating departments. These changes have been brought about as a result of the appointment of Mr. D. Willard as president of the B. and O.R.R.

✻

THE EDMONTON-STRATHCONA BRIDGE.

Tenders to be Asked.

Tenders are to be asked shortly for the new C.P.R. high level bridge over the Saskatchewan river from Strathcona to Edmonton, the structure to cost in the neighbourhood of $1,500,000.

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A CURIOUS CHAIN OF CIRCUMSTANCES.

An unusual connection between the Canadian Pacific of to-day and the first railway train that was ever run, when George Stephenson made his first experiment in England, has been discovered in Manitoba. Mr. Charles Whitehead, a Manitoba farmer, near Brandon, was the first person to take up land from the C.P.R. in the West, and he is still there, holding their Contract No. 1 of the Lands Department. Mr. Whitehead is the son of the late Joseph Whitehead, who was fireman to George Stephenson when he ran his first locomotive on the first railway in the world, in England, so that the connection between the beginning of the Canadian Pacific's western lands development and the beginning of railroad work for modern civilisation is fairly close.

THE C.N.R. TORONTO-OTTAWA LINE.

Development along the right of way on the Canadian Northern line to Ottawa has progressed far enough to allow of the naming of the stations along the route. There will be sixteen in all, counting the Union station and Trenton, the eastern terminus of the building division. The road will, it is expected, be finished on schedule time—the end of this year.

The Board of the London (Ont.) and Port Stanley Railway has appointed a committee to report upon the question of electrifying the road.

✻

ENGINE DRIVERS' WAGES INCREASED.

Locomotive engineers on the Père Marquette Railway running out of St. Thomas have been given an increase in wages. Through freight men get $4 per 100 miles, a rise of 23 cents: passenger men a rise of 25 cents, local men a rise of 35 cents, and yardmen $3 per day, a rise of 40 cents.

✻

CANADIAN TRADE.

During the month of December Canada's trade shows an increase of over 40 per cent. as compared with December, 1908. The increase in the exports of domestic products reached the large total of $15,563,386, while the increase in imports totalled $8,598,262. The total trade for the month was $72,527,455, an increase of $21,250,534. Of the increase in exports no less than nine millions are credited to agriculture. For the nine months of the fiscal year the total trade was $512,486,678, a comparative increase of $83,381,762. During the nine months the exports of agricultural products went up by twenty-three millions and the exports of products of the forest by seven millions.

✻

SIR T. SHAUGHNESSY ON THE U.S. TARIFF.

In reference to the reported refusal of the United States to grant the minimum tariff rates to Canada, Sir Thomas Shaughnessy remarked that the McKinley tariff had advanced Canada industrially and agriculturally twenty years. He added: "Apparently our neighbours wish to give us another advantage of the same character. I look for similar results from this new tariff. It should provide additional impetus to our manufacturers and to the policy of making the most of our natural resources and raw materials."

✻

EMPLOYEES SHARE IN PROFITS.

Following the practice of recent years, Messrs. W. J. Gage and Co., Limited, Toronto, have made distribution of profits to each of the members of their staff and manufacturing departments, who have had at least twelve months' continuous service with the company and who do not hold stock in the company. This distribution, aggregating $5,000, is equivalent to two weeks' additional pay to all those whose service extends to two years and over, and one week's additional pay to those whose service extends to one year and over.

In addition to those who have participated in the above, a number of the employees hold stock in the company, and share in the dividends declared.

The Canadian Light and Power Company has contracted with J. G. White and Co., New York, for the construction of a hydro-electric plant on the St. Lawrence River, near St. Timothee, Que. The plant will utilise the Beauharnois Canal water, giving an available and constant head of 50 ft. The power station will contain three 7,200-h.p. turbine units coupled to two 400-k.w. generators, and have space for a fourth unit; also two 400-h.p. exciter units and switch-gear. The twenty-seven-mile transmission line to Montreal and sub-station and distributing system at that city will also be included in the contract, which is estimated to cost about $4,000,000.

STEAMSHIP SAILINGS.

Allan Line.—From Liverpool to Halifax and St. John:—

February 18.—R.M.S. *Corsican.*
February 24. S.S. *Hesperian.*
March 4.—R.M.S. *Virginian.*
March 10. S.S. *Tunisian.*
From London to Halifax and St. John:—
February 16.—S.S. *Pomeranian.*
March 2.—S.S. *Corinthian.*
March 16.—S.S. *Sardinian.*
From Glasgow to Halifax:—
February 19.—S.S. *Pretorian.*
March 5.—S.S. *Numidian.*
March 12.—S.S. *Ionian.*
March 19.—S.S. *Grampian.*

C.P.R. Line.—From Liverpool to Halifax and St. John:—

February 25.—R.M.S. *Empress of Britain.*
March 2.—S.S. *Lake Champlain.*
March 11.—R.M.S. *Empress of Ireland.*

White Star Dominion Line.—From Liverpool to Halifax and Portland:—

March 3.—S.S. *Canada.*
March 24.—S.S. *Dominion.*

✻

MONTREAL HARBOUR IN 1909.

The receipts of the Montreal Harbour Commissioners during the year 1909 show a total revenue for the year of $380,174. This is an increase over the amount received for 1908 of $25,680. Of this total imports contribute $208,778, exports, $97,708, and local traffic, $73,687. Each branch of traffic shows a substantial increase over the figures for 1908, but the increase is most marked in local traffic, where the figures have risen from fifty-eight thousand dollars in 1908 to seventy-three thousand dollars in 1909. The figures are a striking evidence of the success of the work done toward the improvement and popularising of this port, and at the same time an encouragement to the expectation of still better things during 1910. The statement issued by the Commissioners reads as follows: The following is the statement of revenue for the month of December in 1908 and 1909, and from the opening of navigation in said years to 31st December, 1909:—

	1908.	1909.
Imports	$2,012	$6,278
Exports	4,632	4,208
	$6.644	$10,486
From wharfinger for local traffic	14.726	18,803
Am't prev. reported from opening of navigation	333.123	350,883
Total	$354.495	$380,172
Increase		$25.680
The above totals were received from:—		
Imports	$200.512	$208.778
Exports	95,132	97,708
Local traffic	58.849	73.687
Total	$354.495	$380.173

✻

NEW RIVER STEAMER.

The Upper Columbia Transport Co. has ordered a new vessel from the Fraser River Lumber Co. at Millside, New Westminster. This new ship will be built to accommodate 100 passengers and will have capacity for handling 30 tons of freight. She will be fitted up very luxuriously for tourist traffic.

The addition of this boat will bring the Columbia river service up to three passenger steamers, two of which are already in commission on the river. The new boat will run between Golden and Windermere, through what Earl Grey described as one of the most splendid scenic districts in the world. It is 100 miles from Golden to Windermere, and the trip is made through a constantly changing panorama.

The contract for the sternwheel steamer for the Prince Rupert-Skeena Navigation Company to ply between Prince Rupert and Hazelton has been let to the Victoria Machinery Depot, B.C., the contract price being $40,000. The vessel is to be completed by April 20, and will be entirely built in Victoria.

IMPERIAL BANK OF CANADA.

Capital Authorised $10,000,000.00
Capital Paid Up 5,000,000.00
Reserve Fund... .. .. .. 5,000,000.00

Head Office ... ... **TORONTO.**

Branches throughout the Dominion of Canada.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyds Bank Limited** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, or through its Agents in England and Scotland.

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

MANUFACTURERS! CAPITALISTS!

FORT WILLIAM,
ONTARIO, CANADA,

Offers every economic and advantageous facility for the successful operation of the following industries:—

Stationary, Marine, Traction Engine Works; Shipbuilding; Roller Mills, Structural Iron, Elevator and Mill Building Works; Agricultural Machinery, Automobiles; Sash, Door, Finishing, Rough Furniture, Buggy and Waggon Works; Paper Box, Match, Boot and Shoe, Trunks and Leather Goods; Gloves and Coarse Clothing; Bag Factories; Paper, Flour, Oatmeal, Cereal Food Mills; Biscuit Works.

FORT WILLIAM has the Raw Materials, Cheap Power, Water and Rail Transportation Facilities, Splendid Industrial Sites, Good Water, Cheap Coal, Unassailable Mid-Dominion Position, and will Grant Reasonable Concessions.

Full information promptly by addressing:
HERBERT W. BAKER, Industrial Commissioner.

THE DOMINION BANK.

A summary of the excellent annual statement of this institution was given in our issue of last week, while the full balance-sheet appears elsewhere in this issue. At the annual meeting the directors stated that during the year 1909 there had been a steady development in all departments of its business, as is evidenced by the statement submitted. Following the policy of conservative extension new branches have been established in important Western centres, and at other points in Canada where it appeared advantageous to do so. Offices were opened during the year as follows: At Victoria, B.C.; in Saskatchewan, at Guernsey, Hanley, Melville, Moose Jaw, and Saskatoon; in Alberta at Claresholm and High River; at the corner of Guy and St. Catherine Streets, Montreal; in Ontario, at Malton, Rectory Street, London; and in Toronto at Deer Park, Wychwood, and near the corner of Lee Avenue and Queen Street. The branch at Linwood, Ontario, was closed in March. Sites have been purchased in Calgary, Edmonton, Brandon, and Moose Jaw, also at the corners of Queen Street and Lee Avenue, Bloor and Sherbourne Streets, and Yonge Street and St. Clair Avenue, Toronto, and at the corner of St. Lawrence Boulevard and Prince Arthur Street, Montreal. The new office buildings in Windsor and Fort William were completed and occupied in 1909.

The shareholders approved a by-law changing the par value of shares from $50 to $100 each.

In addition, the directors having decided that they can profitably make use of larger capital, resolutions were passed authorising the issue of $5,000,000 of new stock as occasion may make advisable.

That the position of this bank is very strong can be seen from the fact that the profits of last year warranted the payment of 12 per cent. in dividends, and permitted the writing off of $150,000 from the bank premises item. The addition of premium on new stock raised the reserve to $5,000,000, or a million dollars more than the paid-up capital.

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FINANCIAL ITEMS.

B.C. Packers. This company has declared a dividend of 10½ per cent. on the preferred which brings the dividends up to date. When this has been paid it will mean that the company inside of four years will have paid out 49 per cent. in preferred dividends, and Messrs. Burnett and Co. in their weekly circular say: "it is reasonable to suppose that they can maintain the 7 per cent. rate. If they can the stock looks cheap around 76."

Canadian Canners, Limited. -It is understood that the capital of this new merger will be between $6,000,000 or $7,000,000. The merger will embrace 60 of the leading canning plants in Canada.

Amalgamated Asbestos Co. -The new bonds will be offered in London at the equivalent of 90 or thereabouts, on or about the 21st of February. Messrs. Burnett are informed that a large quantity have been taken firm and withdrawn from the public offering. The bonds have been selling in Montreal recently at about 83-84. The preferred stock is firm at 90⅛, but the common is a little easier at 28. The statement of earnings for six months show a net profit of $348,000. The bond interest for the period amounts to $187,500, and after deducting the preferred dividend (which did not begin to accrue, however, until the 1st of January), it would leave a surplus for the common at the rate of a little over 2 per cent. per annum. Their engineer expects that after the completion of development, which is under way, the net earnings should exceed $1,000,000 per annum.

Another Steel "Merger."—It is stated that Mr. Henry M. Whitney, of Boston, who was prominent in organisation of the Dominion Coal and Dominion Iron and Steel Companies, has been in consultation with Mr. Rodolphe Forget, M.P. Mr. Whitney, it is understood, favours a combination of all leading iron and steel manufacturers in Canada on lines similar to the United States Steel Corporation.

Bank of British North America. —A branch has been opened at St. Martin's, N.B.

Le Roi No. 2.—The following cable has been received from the company's managers at Rossland: "Josie mine report for January—shipped 2,440 tons. The receipts from smelter are $42,358 (£8,734), being payment for 2,200 tons shipped, and $1,515 (£312), being payment for 58 tons concentrates shipped; in all, $43,873 (£9,046)."

G.T. Pacific. —The transfer books of the Grand Trunk Pacific Railway Company, so far as regards the 4 per cent. Debenture stock, will be closed from the 15th to the 28th inst., inclusive. Warrants for interest for the half year to the 28th inst. will be forwarded on that date to all proprietors of this stock registered on the books on the 15th inst.

The Monterey Railway Light and Power Co. —The British Empire Trust Company, Limited, announce that warrants in respect of the half yearly interest on the 5 per cent. first mortgage debenture stock of this company have been posted.

The Montreal Light, Heat and Power Co. has decided to instal an underground system in the East End. This will necessitate the laying of 60,000 feet of cable and the taking down of about sixty-two and a half tons of copper wire. The new conduits will be between Mentana and Marie Anne Streets, and between Orleans and Forsyth Streets. The company will spend nearly $200,000 a year in this work.

Shawinigan Water and Power New Issue. The Bank of Scotland notify that they are now prepared to deliver definitive certificates for the shares of the recent issue of Shawinigan Water and Power Co. Common stock in exchange for certificates of assignment.

Temiscouata Railway. -Traffic receipts for the month ending December 31, 1909, were $16,432; operating expenditure $15,098.

Mr. Mackworth Praed's recent article entitled The Depreciation of Consols, and a Remedy," has been issued by Messrs. G. Street and Company, 30, Cornhill, E.C. What he describes as "a business proposal of a non-political character, by which the country's credit would be restored," is the creation of a new 3 per cent. Government stock calculated to appeal to the small investor.

REAL ESTATE IN VANCOUVER.

Mr. E. John Goddard, of the firm of H. Goddard and Son, real estate and financial agents of Vancouver, B.C., who has been in London on business, gave an interview to a representative of *Canada* last week. Mr. Goddard has noticed with pleasure the interest taken in Vancouver by English people many of his friends and old clients have expressed their desire to investigate British Columbia, and one investor in particular is anxious to get an interest in a coal mine near the Pacific Coast and intends going out at the earliest possible moment.

He had many remarkable instances to give of how fortunes have been made there in buying and selling land. For instance, one client bought about 50 acres three miles from Vancouver twenty years ago for £4 per acre and has sold portions recently for £1,000 per acre, while only before Christmas a man bought half-an-acre for £120 and sold it six weeks after for £180, in addition to two lots for £280, which he resold six weeks after for £400. Two years ago some lots that then sold for £100, to-day were worth £400.

"Anyone," he said, "who uses a little discretion may do well, commencing with as little as £20 if he invests judiciously. It is enough to make the first payment, the balance payable by arrangement, generally 6, 12, and 18 months for central property, and sometimes 1, 2, and 3 years in the suburbs and 5 or 6 years in the country; the interest being 6 to 7 per cent. payable half-yearly or yearly. The interest is practically nothing compared with the large profits that are being made by using a little foresight. As an example of what can be done I may say that 1½ acres were recently bought for sub-division for £1,600 and resold within six months for £3,200."

It is said that the Dominion Government has purchased the Racey property, on St. Paul Street, Quebec, occupied by the Mathie Ellis Company, the price paid being $135,000. It is reported that the Government intends to erect a new Custom House on it. The former Custom House was, it will be remembered, destroyed by the fire which broke out at the Quebec docks last year.

It is reported that the Atlantic Oil Company, a Canadian concern, of which the Hon. Clifford Sifton is President, has struck a considerable flow of oil on its property in the Republic of Colombia.

Canadian Railway Revenue Statistics

Name of Railway.	Ten Days Ending Jan. 31.	Compared with Corresponding Ten Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,973,000	$360,000	—
Grand Trunk	£154,068	£28,341	—
Canada Atlantic............	£10,601	£2,494	—
Grand Trunk Western ...	£31,718	£2,380	—
Detroit Grand Haven..	£10,759	£2,548	—
Mexican	$109,600	$30,700	—
Canadian Northern......	$246,500	$98,700	—
White Pass and Yukon (17 days to Jan. 31)	$6,342	—	—
Alberta	$6,772	$1,034	—

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

Allowing for the unsettled condition of Wall Street, the Canadian Security Markets are holding their own fairly well; but one authority, in commenting on the outlook, says that brokers incline to the belief that unless the outside markets improve liquidation will be forced in Canadian issues, especially those of the more speculative character. Amongst the stocks which have acted well are "Scotia," Montreal Power, and Montreal Street, but, of course, in each of these there are special causes to keep the prices good. Rio has also been been supported, but Steel has shown weakness. A feature was the active demand for Black Lake Consolidated Asbestos bonds. At the annual meeting of the Dominion Bank of Canada, a by-law authorising an increase in the capital stock by $5,000,000, making the total $10,000,000, was adopted, and a second one was also passed changing the par value of the shares from $50 to $100. Gross receipts of the Northern Navigation Company have increased $114,000 for the year, the increase in the net receipts being $41,000.

Novia Scotia Steel.

"Scotia" Steel developments are still in the limelight. According to a report from Halifax, the "Scotia pool"—it has apparently got as far as that—formed to acquire control of Nova Scotia Steel and Coal stock is prepared to take 20,000 or 25,000 shares of stock, and has already accumulated about half the former amount. It is predicted that "in the course of time there will likely be some sweeping changes on the "'Scotia' board," and the authority who gave the information to the correspondent said the stock will eventually go on a 5 per cent. or 6 per cent. basis. Mr. Rodolphe Forget, who is pretty well informed about "Scotia," when shown the above information, is reported to have made no comment on it—which may or may not be significant.

Cobalts Suffering from Forced Selling.

The market for Cobalt issues has been steadily on the down grade lately, and as a consequence of heavy liquidation a number of the leading shares have shown an utter lack of buoyancy. The weakness has been conspicuous in shares like La Rose, which made a new low level of $4.41, and Crown Reserve, which have sold down to $3.75. The market is weak, and trading sentiment is in favour of lower prices, as there is an entire absence of any stimulant to check the slide in prices now in progress.

A Successful Electric Issue.

The issue of $5,000,000 5 per Cent First Mortgage bonds of the Western Electric Company by the Royal Securities Corporation was a great success, the subscription books being closed a few minutes after they were opened, the total being over-subscribed in that short period. The object of the issue is to put the company in possession of the further capital needed to provide for the demands upon it in connection with telephone apparatus, and to enable the board to get rid of the system of short-time borrowing which has hitherto obtained. It is estimated that the sum now raised will give the board all the capital they are likely to require for the present.

Mr. McLeod and the Canadian Bankers' Association.

Every one of course knew that Mr. McLeod held strong views as to the advisability of the Government inspection of the banks, and probably nearly every one was equally aware that the Manager of the Bank of Nova Scotia found little support amongst Canadian bankers in the extreme views he held, but very few could have anticipated that Mr. McLeod would resign as a direct result of his inability to get his views carried into effect. As it is, however, known that the Government did not share Mr. McLeod's views, he has decided to resign from the management of the Bank of Nova Scotia. Mr. McLeod set out very clearly at the meeting of the bank the reasons which had decided him to resign his position. It is likely that we shall hear less now of a subject which has lately afforded matter for interviews and articles in the Canadian newspapers, but has never been seriously entertained by the Government or Canadian bankers.

Winnipeg Again Borrowing

The Bank of Montreal will during the current year have a further loan of $2,500,000 to place on behalf of the city of Winnipeg.

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THE LONDON MARKET.

LONDON, WEDNESDAY.

The general appearance of the Stock Exchange has been irregular during the week. Canadian securities have not been brisk. Prices have moved with a good deal of hesitancy, and net changes are generally mixed. Among Canadian Government stocks there has again been very little doing, but one or two municipal issues have shown a tendency to harden, and Vancouver 4 per cent. Debentures have put on ½ at 102. Canadian Pacifics have given way about $2, while Grand Trunk junior quotations are good fractions down, and the Second Preference has yielded ½. British Columbia Electric Railway Deferred has lost a point, but Alberta Railway Capital stock shows an exceptional improvement of 5 to 152½, and Canadian Northern 4 per cent. Perp. Debentures are ½ better. Land shares during the first part of the week were inclined to sag, but have since recovered, and have gained ground on balance. Ogilvie Flour Mills are harder. Canadian Car and Foundry Preference is ½ better; the Common stock, however, has weakened that fraction, and Canadian General Electric at 121 is also ½ down. Lake Superior shares have receded 1 and the bonds ½. It is understood that the Amalgamated Asbestos issue will be made shortly.

*

NEW ISSUE.

UNITED STATES OF BRAZIL

An issue is announced of £10,000,000 four per cent. United States of Brazil Government bonds. This loan will be applied for the conversion and redemption of the Western of Minas Railroad Company Five per Cent. Guaranteed Loan of 1893, as well as the United States of Brazil Government Five per Cent. Loan of 1907, and also for the extension and construction of railways in the States of Ceará and Piauhy. Subscriptions may be made either in cash or in bonds of the above-mentioned loans. The conversion will be effected as follows: Subscribers in bonds will receive allotment in full. The four per cent. bonds are issued at the price of 87½, and subscriptions will be received by Messrs. N. M. Rothschild and Sons. In the conversion every £100 of five per cent. stock will be reckoned at par, and a bonus of 10s. will be given on every £100 converted, the holders of the five per cent. Western of Minas Railway bonds receiving, in addition, accrued interest from September 1, 1909. Application must be made on a form provided, and accompanied by a deposit of £5 per cent. in money or an approximate amount in convertible bonds, unless subscribers prefer to deposit the whole of their bonds when making application. Cash subscriptions are payable as follows: For every £100 stock £5 on application, £15 on each allotment on April 4, May 9, and June 9, and £22 10s. on July 18, 1910. The bonds will be issued to bearer in sums of £100, £500, and £1,000 each, bearing interest at 4 per cent. per annum, with coupons payable half-yearly on February 1 and August 1 in London in pounds sterling, and in Paris, Amsterdam, Hamburg, and Brussels at the exchange of the day, the first half-yearly coupon being due on August 1, 1910.

4½ PER CENT. DEBENTURES.
TORONTO SAVINGS AND LOAN COMPANY.

PAID-UP CAPITAL £205,479
RESERVE FUND 133,561
TOTAL ASSETS ... ... 613,[illegible]

This Company is at present receiving LOANS on Debenture at 4½ per Cent. for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE Writers,
Agents in Great Britain.
144, St. Vincent Street, Glasgow.

BUSINESS NOTICES.

The Right Hon. Viscount Hill has joined the Board of Directors of the Investment Registry, Limited.

Messrs. Kitcat and Aitken notify that they have taken Mr. Robert Hickson Collis into partnership. The style of the firm remains unchanged.

Mr. K. N. Macfee writes that the business carried on by him heretofore at 72 and 73, Gracechurch Street, London, E.C., is now known as K. N. Macfee and Co., and remains under the same management as before.

THE
INVESTMENT
TRUST
COMPANY,
LIMITED.

Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.

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Vice-President ... ... J. P. BLACK
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Reserve Fund $4,818,871
79 Branches throughout Canada.
London Agents:—The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3%	97	94	94½	91	92½.91½
" 3½% Reg.	102	98½	101	97	101.100
" 3½% Bonds ..	102	100½	103½	100	102.101
Alberta, 1938	Iss.	1909	102	99	103.102
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4% B'ds, 1947	102	98	104	100	104.102
Nova Scotia, 3½%.. ...	95	90	96	92	94.93
Ontario (Pr.) 3½%... ...	93	91	97	92½	95.94
Quebec (Pr.) 3%	85½	81	87	83	86.85
Saskatchewan 4%, 1919	Iss.	1908	103	99½	103.102
Calgary (C.) 4½% Debs.	104	98½	106	100	106.104
Edmonton 4%, 1915-47 ..	108	103⅜	109	105	108.106
Hamilt'n(C.)4% Deb.1934	102	98	103	99	102.100
Montreal(C.)4%Deb.1932	107	99	106	102	107.105
Ottawa 4½%, 1913... ...	104	100	105	100	103.101
Quebec(C.) 4% Debs. ...	103	99	104	100	103.101
Regina (C.) 5%, 1923-38	107	101	109	105	108.106
St. John, N.B. 4%, 1934	103	97	103	99	102.100
Saskatoon (C.) 5%, 1938	105½	101	107	102	108.106
Sherbrooke(C.)4½% Deb., 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	102.100
Vancouver (C.) 4% Deb., 1947-9	101½	99	104	99	102½.101½
Victoria (C.) 4% Debs., 1933-58	99½	98½	102½	99	101.100
Winnipeg (C) 4% Deb....	103	97	104	99	106.104
BANKS.					
B. N. A.	147	141	155	148½	155.154
*Commerce	171	155¾	194	171½	205 204
Dominion...	225	221½	242	240	247.245
Imperial	218½	218½	228¾	226½	235.233
*Merchants	166	151	170	160	176.175
*Molsons	207	195	211	199¾	208.207
Montreal	250	228	251½	245	268.266
*Ottawa	208	200	213	210	210.209
*Royal	233	211½	233	212	234
*Toronto	220½	204¾	227	210½	220
INDUSTRIALS.					
Bell Telephone	143	115	150	138	151.149
Canadian Car Co.	Iss.	1909	—	—	67½.66½
Canada Cement Com. ...	Iss.	1909	—	—	26½.25¾
" " Pref. ...	Iss.	1909	—	—	88½.87¾
*Canadian Col. Cot. M....	50½	47½	63	47½	61.57
Canadian G. El. C. ...	108½	86½	127	106½	122 120
*Canadian Marconi ..	1.70	1.50	—	—	—
*Consumers Gas	198	182	207½	195½	206.205
*Crow's Nest Pass Coal...	130	120	100	75	77.76
Dominion Coal Com. ...	70½	37	93½	43	89.88
* " " Pref. ...	112	85	119	96	114.113
Dominion I. & S. Com.	25	12½	72⅛	19	69.67
" " " Pref.	66½	36	138	69½	140.138
*Dominion Textile Com.	47	42	79½	57½	73½.72¾
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	60½	50	—
Halifax Electric	104½	87½	122	106½	121.120
*Internat. Coal & Coke...	79½	60	—	—	83.82
*Internat. Portland Cem.	122	106¾	—	—	163
*Lake of the Woods Com.	98¾	71	145½	97½	146.144
* " " " Pref.	119	101	128	118	126
*Laurentide Paper Com	112	93	130	112	134.129
* " " Pref.	118	101½	131½	112½	130
Mackay Co.'s. Com. ...	77⅜	51¾	95	70½	90.89
" " Pref. ..	71	59¾	77	69	81.78
Mexican L. & P. Com.	79½	45⅛	89	62	69½.68½
" " Pref.	108½	99	107½	103¾	102.101
Mexico Tram	139	68½	150½	123½	131½.130½
*Montreal Cotton	125	105	131	117	135.130
Montreal L. H. & P. ...	113½	85	129½	100	139.135
*Montreal Steel Com. ...	83½	60	104	68	106.104
* " " Pref. ...	112	92	117	100	118.115
Montreal Street	204½	170½	220	203	227.226
*Montreal Tele...	148	135	159¾	135	150.146
*Northern Nav.	100½	83	123½	97	108
N. S. Steel & Coal Com.	62	43	84	54½	75.74
* " " " Pref.	119	108½	112	114	121.120
Ogilvie Flour Com... ..	116	102½	141½	112	145.143
" " Pref... ...	130	114	128	118½	130.128
*Penman's Ltd. Com. ...	50	29¾	60	42	60.58
* " " Pref. ...	[illegible]	[illegible]	93½	[illegible]	86.00
Richelieu & Ont. N. ..	78	62	92½	97	100.98
Rio de Janeiro T... ...	82	29½	107	87	97.96
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Nav.	126½	109½	128½	105½	119.117
Sao Paulo	157	113	163	148½	151½.150½
Shawinigan W. & P. ...	81	55	105	80½	103¼.102½
*Toronto Electric Light...	—	—	—	—	120.118
Toronto Ry.	115½	94	127½	107¾	127.126
Winnipeg Elec.	171½	123½	190½	156½	183.182
W. Kootenay Power Bds.	—	—	—	—	110.108
RAILWAYS.					
Alberta Ry.	114	82	137	118	155.150
" 5% Deb. ...	103	89	107	102	106.104
Can. North.4% Perp. Deb	96½	89	98	90	96½.95½
C. P. R.	180	143	191	170½	184.183
Dominion Atl. Ord. ..	18	12	17	12	18.1
" " 5% Pref.	41	40	47	40	43.38
Gd. Trunk Pac. 3% 1st M	86½	83½	88½	82	83½.82½
" " 4% Bds. "A"	100½	91½	97½	91	97.95
Grand Trunk	[illegible]	14½	25	18½	[illegible]
" 4% Guar....	98	88¾	95½	88	93.92½
" 1st Pref. ...	115½	96½	110	101	104½.103¾
" 2nd Pref. ..	109	80½	96	95½	94¾.93½
" 3rd Pref. ...	61½	39½	60	44	50¾.50½
Minn St.P. & S. S. M. Co.	138½	85	150	137	139 136
" " " Pref.	155	143	168	151	158 153
Quebec Cent. N. Inc. ...	118½	110½	115	108	113.111
Quebec & L.St.John Inc.	30	22	26	14	—
White Pass	5½	4½	5½	3½	4½.4 xd
" " 5% 1st Inc.	101	97	105	98	102.100
" " 6% Deb. ...	97	93	100	92	96.94

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120¾	111½	163½	140	166.165
*CanadianSavings&Lo n	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	180.179
*Dom. Savings & Invest.	72	70	72	70½	71½
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	200
*Toronto General Trust	150	143	165	150	170.165½
*Toronto Mortgage ...	107	104	130	114	128
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ..	45/-	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$110	$95	$100.99
Hudson's Bay	92	73	99	75	103.102
S. Alberta	1 5/16	15/16	1 13/16	1 1/16	1¼.1⅛
Western Canada... ...	1 5/16	15/16	1⅜	1	1⅜.1 5/16
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	102
*Canadian Col. Cot. ...	100	92	100	95	100.99
Canadian Iron Corp. ...	Iss.	1908	103	94	102½.101½
Dominion Coal	94	87	98½	90	103.102
*Dominion Cotton... ...	98½	91	105	93	104.103
Dominion Iron & Steel	80½	70½	97½	77½	99.98
*Dominion Textile "A"	98	80½	98½	91½	97.95
* " " "B"	97	83½	100	92	100.99
* " " "C"	96½	82	100	90	96.95
* " " "D"	98	85	104	93	100.99
Electrical Devel.of Ont.	88	70	90	81	84.81
*Lake of the Woods Co.	117½	102½	112	104	113.112
Lake Superior Co. ...	Iss.	1909	90½	88	90¾.90¼
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73¾	87½	79	82½.81½
Mexican L. & P.... ...	90	80½	90	80	89¾.88¾
Montreal L., H., & P...	101	91½	100½	98½	100.96
*Montreal Street	100	95½	102½	99½	101.98
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " " Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112½.112
" " 1st M. "B"	106½	105	112½	106⅛	112½.112
Rio de Janeiro 1st Mort.	92½	72	98½	90	97.96
Sao Paulo	97	90¾	105	90½	102½.101½
Winnipeg	106	99	106	102¾	107.106
W. Canada Flour Mills	Iss.	1908	107	98	108.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on January 28 :—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.50	1.25
Chambers-Ferland... ...	2,311,000	1.00	.36½	.36
Cobalt Central	4,761,500	1.00	.16½	.15½
Cobalt Lake...	3,930-866	1.00	.17	.16½
Silver Queen	1,500,000	1.00	.20	.19
Coniagas	4,000,000	5.00	5.55	5.45
Foster-Cobalt	915,518	1.00	.29	.26
Green Meehan	1,500,000	1.00	.10½	.9½
Kerr Lake	3,000,000	5.00	9.00	8.95
McKinley-Darragh ...	2,246,937	1.00	.86	.79
Nova Scotia	1,900,000	1.00	.39½	.39½
Peterson Lake	2,561,820	1.00	.23⅛	.22¾
Right of Way	499,518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.11	.10¾
Temiskaming	2,500,000	1.00	.55	.54½
Trethewey	945,450	1.00	1.40½	1.39
Nipissing	6,000,000	5.00	10.12½	10.06¼
	Nom. cap.			
La Rose	7,500,000	5.00	4.48	4.45
Watts	1,000,000	1.00	.15½	.14
Crown Reserve	2,000,000	1.00	3.99	3.96
Little Nipissing	1,000,000	1.00	.28	.27¾

WESTERN TRUST COMPANY.

A Strong Western Canadian Organization.

Pays special attention to the investment of funds in Mortgages and other Canadian Securities; undertakes the Management and Sale of Real Estate; acts as Fiscal Agent of Corporations; and administers Trusts of every nature. Correspond with us on any subject requiring attention in Canada.

Head Office WINNIPEG.

PUBLIC NOTICES.

THE CANADIAN BANK OF COMMERCE
DIVIDEND No. 92.

Notice is hereby given that a dividend of 2½ per cent. upon the Capital Stock of this institution has been declared for the three months ending the 28th February next, and that the same will be payable at the Bank and its branches on and after Tuesday, 1st March next.

The transfer books will be closed from the 14th to 28th February, both days inclusive.

By order of the Board,
H. V. F. JONES, London Manager.
2, Lombard Street, London,
24th January, 1910.

THE BANK OF BRITISH NORTH AMERICA.

(Incorporated by Royal Charter.)

The Directors of the Bank of British North America do hereby give notice that the Yearly General Meeting of Proprietors will be held, pursuant to the Deed of Settlement, on Tuesday, March 1 next, at the Office of the Corporation, No. 5, Gracechurch Street, London, E.C., at twelve o'clock precisely, when the election of Directors in the room of those going out by the provision of the Deed will take place.

Messrs. George Sneath and N. E. Waterhouse offer themselves for re-election as Auditors.

By order of the Court,
A. G. WALLIS, Secretary.
No. 5, Gracechurch Street,
London, E.C.,
3rd February, 1910.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY.

Notice is hereby given that the Transfer Books of the Company, as far as regards the 4 per cent. Debenture Stock, will be closed from Tuesday, the 15th February, to Monday, the 28th February, 1910, both days inclusive.

Warrants for the Interest for the half year ending 28th February, 1910, will be forwarded on that date to all Proprietors of this stock registered on the Books of the Company on the 15th February, 1910.

By order,
H. H. NORMAN,
Secretary, London Committee.
Dashwood House, 9, New Broad Street,
London, E.C. 4th February, 1910.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 9°.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson"

Stock Brokers.

TORONTO
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C. H. RICHES, Canada Life Building.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President—B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
" (East)
" (South)
Canora
Carman
Carmangay
Claresholm
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros
Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds
Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina
Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—Bank of Scotland *Agents in Ireland*—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.
HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
" St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N.B.
" Union St.
St. Martins, N.B.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver, B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard, Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO,

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5,300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital authorized	$5,000,000
Capital paid up	3,297,550
Rest & undivided profits	3,753,469

Head Office - OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. **Reserve Fund, £2,465,753 Sterling.** **Undivided Profits, £124,067.**

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN Esq. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso. N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  Sub-Branch
  ,, North End.
HAMILTON, Ont.
  Sub-Branch
  ,, Barton and Victoria Streets.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
  Sub-Branch
  ,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat Alta.
Megantic. Que
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
  Sub-Branches
  ,, Hochelaga.
  ,, Papineau Avenue
MONTREAL, Que.
  (continued).
  ,, Peel Street
  ,, Point St. Charles.
  ,, St. Anne de Bellevue.
  ,, St. Catherine St.
  ,, St. Henri.
  ,, Seigneurs Street.
  ,, Westmount.
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
  Sub-Branches
  ,, Bank Street.
  ,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
  Sub-Branches
  ,, St. Roch.
  ,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
  Sub-Branches
  ,, Bathurst Street.
  ,, Carlton Street.
  ,, Dundas Street.
  ,, Queen Street.
  ,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
  Sub-Branch
  ,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
  Sub-Branches
  ,, Fort Rouge.
  ,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK,
  31, Pine Street.
CHICAGO,
  Cor: La Salle and Monroe Street.
SPOKANE,
  State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank. PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA & MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq. F. WILLIAMS TAYLOR, *Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up	**£719,178 - $3,500,000**
Reserve Fund	**£719,178 - $3,500.000**

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000 (£1,232,876)** Reserve Fund and Undivided Profits, **$4,602,157 (£945,650)**

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, C.V.O., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

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Acton
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Athens
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Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
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Tilbury
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  ,, Parl't St.
Walkerton
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West Lorne
Westport
Wheatley
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Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
  ,, 1255 St. Catherine St. E.
  ,, 320 St. Catherine St. W.
  ,, 1330 St. Lawrence Boul.
  ,, 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
  ,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Acme (Tapscot, Botha (sub)[P.O.)
Calgary
Camrose
Carstairs
Castor
Daysland
Edmonton
  ,, Namayo Ave.
Killam Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield Trochu
Vegreville
Viking(Meighen)
Wainwright
Wetaskiwin
Wolf Creek (Edson)

Saskatchewan

Antler
Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 141 Branches of THE MERCHANTS' BANK OF CANADA.

Banking, Insurance and Finance.

A Canadian Mortgage Bank.

For some time past there have appeared in the *Times* advertisements for capital, officers, etc., for a Canadian bank, and it appears that there is in contemplation the establishment of more than one new bank in our great Dependency. As everyone knows, Canada is at present in its infancy—a vast dominion of incalculable resources and unknown wealth. There is no wonder, therefore, that there are many people on this side of the Atlantic who are anxious to take any opportunity to start institutions there which they think will be if not in the immediate future, at least before long, of great commercial value. One of such is the "Canadian Mortgage Bank," which it is proposed to shortly introduce to the public with a capital of a million pounds sterling, "to grant mortgages on land or houses" being the main object. We hope to give fuller details with regard to this project next week.

* * *

Mr. McLeod's Resignation—and the Reason.

Mr. H. G. McLeod, who has just adopted the extreme course of resigning his position as General Manager of the Bank of Nova Scotia, owing to his inability to induce the Canadian Bankers' Association to adopt his views with regard to the Government inspection of banks, recently set forth his views upon this question at some length in a communication addressed to the Editor of the *Times*. We have previously dealt fully with this suggestion, and shown its utter impracticability, but Mr. McLeod's letter to our contemporary, and his somewhat quixotic attitude in resigning his position because he differs with the Canadian Bankers' Association, makes it necessary to refer to the subject again in these columns. In his letter to the *Times*, Mr. McLeod says that there have been no failures in either Scotland or Ireland for thirty-one years, whilst in Canada in the same period nineteen banks have gone to the wall, and that Australia, despite the crisis and suspensions of 1893, has a record less disastrous than Canada, whilst in the United States the percentage of failures is 5.14 of the total number of national banks against 36.2 in Canada. Mr. McLeod lays himself open to correction. The obvious inaccuracy of drawing a comparison between the respective records of Canada and the United States—without sufficient explanation—of course, lies in the fact that the one country has the branch banking system, and the other has not. In Canada there are twenty-nine banks with about 2,040 branches, and if the percentage test was applied to the large number of branches it would be infinitesimal in comparison with that of the United States. It is true that when a failure occurs in Canada, such as that of the Sovereign Bank, its branches automatically disappear, but a reference to such a period as 1903, with its attendant crisis in the United States, would reveal the fact that banks there were collapsing throughout the country at the rate of from twenty to forty a day.

* * *

A Wrong Impression.

In the opinion of many financial authorities on Britain's side of the Atlantic—and on the other side, too—Mr McLeod's letter is misleading and mischievous, as in his endeavour to make good his points, he gives the impression to English readers that Canada's banking system is inferior to that of the United States, whereas it is common knowledge that banking authorities the world over have admitted that the banking system of Canada is infinitely superior to that of the neighbouring Republic. We repeat that the Dominion possesses a splendid banking system, and that, if not perfect, it is admirably adapted to the requirements of the country in which it operates. Failures have occurred, and may, perhaps, occur again, but no banking system that can be devised, and certainly no method of Government inspection, can prevent such unfortunate incidents in the financial history of Canada or any other country. No banker in Canada objects to the theory of an independent audit: but if such an inspection is confined to the books of the head offices it is practically valueless, and to carry out an audit of the books of all the branches, simultaneously, which would be the only effective way of meeting Mr. McLeod's theory, is quite impracticable.

* * *

The Crux of the Matter.

If all the branches of the twenty-nine banks of Canada are to be audited once a year, such a task would entail an enormous staff of Government officials. If Mr. McLeod had dealt more fully with the subject, he would have admitted—what all practical business men are well aware of—that the average audit of an industrial or commercial institution is of trifling value, and is little more than a moral check upon the management. Where audits almost invariably fail is in their valuation of assets. If the affairs of a manufacturing undertaking are inspected, the auditor must take the valuation of material, raw or manufactured, presented to him by the company itself, and in innumerable cases in this and other countries such valuations are fictitious, and it is in this item of the balance-sheet that manipulation is so common. In the case of banks precisely the same argument would apply, for their safety naturally depends upon not only their investments, but in the quality of the loans granted to merchants, manufacturers, and tradesmen scattered over a vast country, and upon which only the bank officials themselves are fully competent to place a reliable valuation. In adopting such an extreme course as the resignation of his post of General Manager of the Bank of Nova Scotia, Mr. McLeod has shown that he has the courage of his convictions, but one would have thought that a more fitting alternative would have been to continue to manage the bank with which he has been so long associated according to his own views, leaving the other banks to drift toward that position of jeopardy which he pessimistically anticipates will be their fate. As we have before stated, Mr. McLeod has been practically alone in his attitude on the matter of the Government inspection of banks, and with his retirement from the Bank of Nova Scotia there will probably be a cessation of an agitation which, although taken up by a few newspapers, has never been seriously entertained either by Canadian bankers as a body or by the Government. Admirable in theory, it is one of those proposals which are unworkable in practice.

* * *

Bankers and the Bank Rate.

Canada is at least fortunate in one respect: it has no such frequent changes in money rates as usually occur in Great Britain. Now and then—as after the Baring crisis, for instance—the Bank Rate remains at a fixed level for a long period, but as a rule the variations are so frequent as to call forth protests from the commercial community. At the recent meeting of the London City and Midland Bank Sir E. H. Holden, M.P., pointed out that Chambers of Commerce had complained of the number of changes which occurred in the Bank Rate. It would appear impossible to increase the holding of gold under the present system so as to reduce the number of these fluctuations. Sir E. H. Holden thought that the suggestion that bankers should hold bar-gold in the place of sovereigns was worth experiment. By this means this well-known banker thought that a more uniform Bank Rate would be obtained.

* * *

Interesting Fire Insurance Statistics.

An idea of the enormous dimensions of the liabilities undertaken by the London fire insurance companies is obtainable from the returns furnished by the different concerns for the purpose of apportioning the respective sums due by them for the maintenance of that splendid fire-fighting organisation, the London Fire Brigade. For the year under review the total amount of insurance undertaken was no less than £1,072,640,000, as compared with £394,130,650 for 1866, the first year in which statistics were recorded. The Alliance Office heads the list with the gigantic total of £181,532,000, and is followed in order by the Sun with £114,219,000, Commercial Union £81,332,000, Law Union £69,450,000, and Phœnix £67,706,000. The five companies mentioned are responsible for £514,240,000, or more than half of the total fire insurance underwritten by the companies contributing to the upkeep of the splendid system for combating the fire fiend, of which Londoners are justly so proud.

* * *

Dr. Beattie Crozier on Stock Values.

Any article on financial matters which bears the signature of Dr. J. Beattie Crozier is always worthy of very careful reading and thoughtful consideration. In the current number of the *Financial Review of Reviews*, under the heading, "On the Natural Value of Different Stocks," he gives: "1. Banks and Insurance Companies." The question is a very large one, and, though agreeing with the writer on many points, there are some on which we are bound to differ. For instance, speaking of bank panics, we are told, these are "due rather to the bad faith and unscrupulousness of directors or managers on the one hand, or to their excess of optimism or good nature in making advances to their customers, or insufficient or improper collateral on the other not to the want of capacity to master the few plain rules which are sufficient to enable any honest and sensible man to avoid either the immediate or predisposing cause of these terrible visitations." Bank panics arise very frequently from circumstances over which the most astute and honest and straighforward bank manager or director has absolutely no control whatever. Again, the paragraph with regard to the investments of banks is not quite up to practical experience of to-day e.g., "they (the investments) are either in gilt-edged securities, the most easily convertible into cash . . . .," etc. Quite so; but has the author forgotten that Consols bought by banks at 85 to 95 have for years been continuously written down by reason of depreciation? As we have said, the article is well worth reading: at the same time, it is quite open to criticism. We shall await the remaining chapters of Dr. Beattie Crozier's work with interest.

THE DOMINION BANK

Report Presented at the Thirty-Ninth Annual General Meeting.

The Thirty Ninth Annual General Meeting of the Dominion Bank was held at the Banking House of the Institution, Toronto, on Wednesday, 26th January, 1910.

The Secretary read the Report of the Directors to the Shareholders, and submitted the Annual Statement of the affairs of the Bank, which is as follows:

Statement of the result of the business of the Bank for the year ending 31st December, 1909.

Balance of Profit and Loss Account, 31st Dec., 1908		$302,996 08
Premium received on new Capital Stock ...		18,268 38
Profit for the year ending 31st Dec., 1909, after deducting charges of management, etc., and making provision for bad and doubtful debts		620,927 24
Making a total of...		$942,191 70
Which has been disposed of as follows:		
Dividend 3 per cent., paid 1st April, 1909 ...	$119,504 10	
Dividend 3 per cent., paid 2nd July, 1909 ...	119,509 50	
Dividend 3 per cent., paid 1st October, 1909 ...	119 511 00	
Dividend 3 per cent., payable 3rd January, 1910	119,631 74	
Transferred to Reserve Fund	18,268 38	496,424 72
		$455,766 98
Written off Bank Premises		150,000 00
Balance of Profit and Loss Carried Forward ...		$295,766 98

RESERVE FUND.

Balance at credit of account, 31st December, 1908	$4,981.731 62
Transferred from Profit and Loss Account ...	18,268 38
	$5,000,000 00

The report was adopted.

E. B. OSLER, President.

GENERAL STATEMENT.

Liabilities.

Notes in circulation		$ 3,565,994 00
Deposits not bearing interest	$ 7,052,129 04	
Deposits bearing interest (including interest accrued to date)	38,435,684 81	45 487,813 85
Deposits by other Banks in Canada ...		276.789 78
Balances due to Banks in foreign countries		69,795 07
Total liabilities to the public		$49,400,392 70
Capital Stock, paid up		4,000,000 00
Reserve Fund	$5,000,000 00	
Balance of Profits carried forward ...	295,766 98	
Dividend No. 109, payable 3rd January, 1910	119,631 74	
Former Dividends unclaimed	111 50	
Reserved for Rebate on Bills Discounted, Exchange, etc.	141,136 06	5,556,646 28
		$58,957,038 98

Assets.

Specie	$ 1.446.399 94	
Dominion Government Demand Notes ...	3,942.763 75	
Notes of and Cheques on other Banks ...	2,938,025 60	
Balances Due from other Banks in Canada	642.736 62	
Balances due by Banks in Foreign countries	1,592,558 74	
		10,562,484 65
Provincial Government Securities ...	333,572 56	
Canadian Municipal Securities and British or Foreign or Colonial Public Securities other than Canadian	746,317 08	
Railway and other Bonds, Debentures and Stocks	4,992,733 95	
Loans on Call in Canada, secured by Stocks and Bonds	3,407,124 23	
Loans on Call in the United States, secured by Stocks and Bonds	2,000,000 00	
		11,479,747 82
Bills Discounted and Advances Current...	34.815,943 29	
Deposit with Dominion Government for Security of Note Circulation ...	160,000 00	
Loans to other Banks in Canada, secured	429.229 72	
Overdue debts (estimated loss provided for)	43.359 84	
Real Estate, other than Bank Premises ...	118,225 99	
Mortgages	37.008 97	
Bank Premises	1,300,000 00	
Other Assets not included under foregoing heads . .	11,038 70	
		36,914,806 51
		$58,957.038 28

Toronto,
31st December, 1909.

O. A. BOGERT,
General Manager.

CORRESPONDENCE.

The Editor welcomes expressions of opinion from correspondents upon all subjects of Canadian or Imperial interest. Letters should be written upon one side of the paper only, and should be as short as possible.

The views expressed by correspondents are not necessarily endorsed by the Editor.

THE VALUE OF WESTERN WHEAT LANDS.

To the Editor of *Canada*.

SIR,—As a resident in Western Canada for seventeen years, and being enthusiastically confident of the great future that lies before Canada, I have naturally been much interested in observing not only the large number of recent Canadian issues of stock on this side, but also the wide range of their character. Prominent among these, of course, have been issues of stock and bonds of the great railroads, Dominion and Provincial Government Securities, and the debentures of well-known cities. During the last year or so outstanding features have been the mergers of many important industrial enterprises, and the issues of fresh capital by others to enable them to cope with their increasing volume of business. All this fresh capital that is being poured into the country has a direct bearing on the development of the Western Provinces, the rapid settlement of which is at once necessitating the extension of transportation facilities, and also stimulating enormously the productive power of factories, upon which it is yearly making a greater demand.

Since my return from the Western Provinces of Canada—where I spent many years, and with which I am still able to keep up an unusually close connection—I have enjoyed a great many opportunities of conversing with members of some of those London firms who are displaying so much enterprise in popularising sound Canadian securities in this country, and I am rather surprised that many of my acquaintances seem to regard as somewhat speculative—or, at least, unattractive—what seems to me to be the soundest of all investments, i.e., well-selected Western lands. One has only to mention an industrial project to awaken instant interest, whereas a land proposition will hardly elicit a question as to price. In this regard our American friends are far more awake than are we in Britain to the very real opportunities that undoubtedly exist.

It is true that the British shareholders in some of the greatest Canadian corporations, notably the C.P.R. and the Hudson's Bay Co., are deriving great benefit from land sales; and it is true also that some of the more recent of the purely "land" companies—as, for instance, the Western Canada Land Co. and the Southern Alberta Land Co.—are English; but these acquired their land before the recent tide of American settlement fixed its minimum value. It is somewhat curious that the fact that the last-named companies acquired their property cheaply is not infrequently used over here as an argument to justify an attitude of indifference towards Western lands at their present price. Recently I took an opportunity of asking two men who, from their respective positions as head of a great banking institution, and principal of a very influential issuing house, should be among those in London best informed on Canadian subjects, at what price well-selected Western wheat lands would be attractive to British investors. In both cases the reply was that $8 per acre would be the top price! Can it be that London is so ill-informed as not to know that the day of $8 wheat land is gone, never to return? To-day $12 to $15 per acre is not too high a price to tempt American investors when assured that those acres are fertile, and are saleable by reason of propinquity to railroads.

I fear that this letter has grown to inordinate length; yet my interest in the question is so great that I hope you may find room for it in your pages, so that its publication may induce your readers either to supply the reasons which I cannot find, or, on the other hand, prove my conception of the situation to have been incorrectly formed. For my part, I trust the latter may be the truth, for I am one of those who believe that the welding of the Empire will be most effectually forwarded by filling the vacant portions of our oversea States with settlers who have strong personal ties with the Motherland. No one welcomes more gladly than myself the stimulus given to the country by the inflow of keen, experienced American farmers. Few, I think, appreciate more fully the initiative, the business acumen, and the attention to detail shown by the organisers and directors of those American land companies which are in so great a measure bringing about this result. Nor do I greatly share the fear of the "Americanisation of Canada" of which one not infrequently reads, for, with few exceptions, the American immigrant settles down into a loyal citizen whose next generation will even call themselves, and think of themselves as Canadians. But I find some cause for surprise that so large a proportion of this colonisation enterprise should be American, and that while London gladly finances resultant industries, it is so little warmed by the "land fever" which is the real base of and warranty for our more cautious investments.

I for one have not the slightest doubt that good, well-selected lands, purchased now at £2 to £3 per acre could be made, if well handled, to return in a very few years a profit closely approximating 100 per cent. In support of my belief I take the fact which I have heard so often used as a reason for disbelief, that it is only a few years since the day of $3 land. Just so. But if we contrast the population of the country then with its population now, if we compare the number of annual immigrants then with the number now, and take into consideration both the resulting increase of price of land and the facility of making sales, it seems to me as sure that $12 land now will be $20 land two years hence as that $3 land ten years ago is worth $12 now.—Yours faithfully,

"SEVENTEEN YEARS IN ALBERTA."

London, February 6.

UNITED STATES OF BRAZIL.

Issue of £10,000,000 4 per Cent. United States of Brazil Government Bonds.

This Loan will be applied for the conversion and redemption of the Western of Minas Railroad Company 5 per Cent. Guaranteed Loan of 1895, as well as the United States of Brazil Goverument 5 per Cent. Loan of 1907, and also for the extension and construction of railways in the States of Ceará and Piauhy.

The President of the United States of Brazil having, in conformity with the authority contained in Article 68, Number 8 of Law No. 2,221 of the 30th December, 1909, and in execution of Decree No. 7,669 of the 18th November, 1909, issued by virtue of the authorization contained in Nos. 9 and 24, letter *d*, of Article 16 of the Law No. 2,050 of the 31st December, 1908, and also in conformity with Decree No. 7,855, dated the 3rd February, 1910, authorised the negotiation of the above Loan.

Messrs. N. M. ROTHSCHILD AND SONS have to announce that they are ready to receive subscriptions at their office.

Subscriptions may be made either in cash, or in Bonds of the above-mentioned Loans.

Applications for the new Bonds, in exchange for Bonds of the above-mentioned Loans, will be received on Monday, the 7th instant, and on the five following days, viz., until Monday, the 14th instant, at 4 p.m., when the lists will be finally closed. No subscriptions will be received on Saturday.

The conversion will be effected as follows:—

Subscribers in Bonds will receive allotment in full.

The 4 per cent. Bonds are issued at the price of 87½. In the conversion every £100 of 5 per cent. Stock will be reckoned at par and a bonus of 10s. will be given on every £100 converted, the holders of the 5 per cent. Western of Minas Railway Bonds receiving in addition accrued interest from September 1, 1909. Thus, every holder of a £100 5 per cent. Western of Minas Bond will, on converting, receive in exchange a £100 4 per cent. Bond and £13 in cash, plus £2 5s. (less income-tax) in adjustment of accrued interest, and every holder of a £100 5 per cent. Bond of the Loan of 1907 will, on converting, receive in exchange a £100 4 per cent. Bond and £13 in cash; but for cash differences on large amounts of Bonds, subscribers may elect to have new Bonds, the fractional surplus only being regulated by a cash payment; this option must be exercised when subscribing.

The repayment at par, but without the bonus of 10s. per cent., of all the Bonds not presented for conversion will be officially notified at the earliest possible date.

The 5 per cent. Bonds to be converted must be listed on forms, which can be obtained on application, and must be furnished with all the coupons not yet due.

Application must be made on the form provided herewith, and accompanied by a deposit of £5 per cent. in money or an approximate amount in convertible Bonds, unless subscribers prefer to deposit the whole of their Bonds when making application. The failure to deliver the Bonds converted, when the scrip is ready to be given in exchange, will render the deposit on application liable to forfeiture.

The list for cash subscriptions will be opened on Monday, the 7th instant, and closed on or before Monday, the 14th instant. No subscriptions will be received on Saturday.

Subscriptions are payable as follows:—For every £100 stock, £5 on application; £15 on allotment; £15 on the 4th April, 1910; £15 on the 9th May, 1910; £15 on the 9th June, 1910; £22 10s. on the 18th July, 1910.—£87 10s.

Payable in full may be made under discount at the rate of £3 per cent. per annum on any Monday or Thursday after the scrip has been issued.

Interest will commence from the 1st February, 1910.

Allotments will be made as far as the Bond subscription will permit. In case the allotment should not require the whole deposit, the surplus will be returned; and if the deposit be insufficient for the first instalment on the amount allotted, the balance required must be paid forthwith. In case of no allotment being made, the deposit of the applicant will be returned.

The failure to pay any of the instalments will render all previous payments liable to forfeiture.

The Bonds will be issued to Bearer in sums of £100, £500, and £1,000 each, bearing interest at 4 per cent. per annum, with coupons payable half-yearly on the 1st February and 1st August in London in pounds sterling, and in Paris, Amsterdam, Hamburg, and Brussels at the exchange of the day, the first half-yearly coupon being due on the 1st August, 1910.

The redemption of the Loan will be effected by an accumulative Sinking Fund of ½ per cent. per annum, commencing in 1911, to be applied by purchase of Bonds when the price is under par, and when at or above par by drawings by lot.

Form of application for Stock conversion is provided below, and it is expressly stipulated that any applicant having elected to pay, either in cash or in Bonds, cannot alter his engagement.

New Court, 7th February, 1910.

No. ....

Application for Conversion of Brazilian 5 per Cent. Bonds.

To Messrs. N. M. ROTHSCHILD AND SONS.

Gentlemen,— .... request that you will convert for ....

£............................Nominal Capital of the Western of Minas Railroad 5 per cent. Loan of 1893

£............................Nominal Capital of the Brazilian 5 per cent. Loan of 1907.

Total £............................into Brazilian 4 per cent. Bonds on which I enclose the required deposit, viz., £...... in cash or £...... in Bonds, and ....agree to deliver to you in exchange for the allotment of 4 per cent. Bonds, the necessary 5 per cent. Bonds according to the conditions of your Prospectus of the 7th February, 1910.—........ remain, Gentlemen, your obedient servant,

Name (at length) ....
Address ....
February, 1910. ....

I request you to allot me as many additional 4 per cent. Bonds as the amount of the cash difference due to me on the above application will permit.

....

LABOUR NEEDED IN CANADA.

An Emigration Official's Advice.

Mr. Robert Verity, the Toronto Agent of the Central Emigration Board, arrived in London last week, on a visit for consultation with the members of the Board, of which the Duke of Sutherland is president, and Sir Clement Kinloch Cooke chairman.

In the course of an interview with a representative of the *Morning Post*, Mr. Verity said that the prospects for intending emigrants to Canada were never brighter than now. Farm labourers and railway workers in particular were needed. He placed on an average about 5,000 emigrants a year in positions in all sorts of trades. In answer to a direct question on the point, he declared that it was not true that Englishmen were looked down upon in Canada. "I can vouch for that," he said, "and defy contradiction. Englishmen who conduct themselves properly are treated all right. My duty is solely to encourage the emigration of Englishmen, Irishmen, and Scotsmen. I have placed 30,000 of them in the last six years." Mr. Verity admitted that there had been some unemployment in Toronto, but said that his latest information was that there was practically none this year. "But we want people," he continued, "to go up country for railway construction work, for farm work, and general development." Asked about the best parts of Canada regarded as a field for the emigrant, Mr. Verity said: "My advice to a young man would be that in his first year he should go to a farm in Ontario, where he will find the surroundings very little different from those he has left at home, and where he will adapt himself more quickly, in my opinion, than if he went West straight away. It would be preferable for a man to go to Canada with £5 than with £100. I should make a better success of him," he said. "If he has money and he drops into a position he does not quite like he is soon back in the cities. The fact that he has money sometimes prevents him from settling down. The best time for emigrating is April, May, and June."

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THE CONSERVATION OF CANADIAN FORESTS.

Dr. B. E. Fernow, Dean of the Faculty of Forestry at Toronto University, read a paper during the course of the proceedings of the Commission of the Conservation of Natural Resources, upon the good work accomplished by scientific forestry in foreign countries, and how much of this is applicable to Canada. He spoke of the great work accomplished in Germany by the German Government forest reserves, and said that in part the methods employed there might be applicable to Canada.

Statistics showed that all countries except Southern ones were cutting more wood than the annual average growth. There were four probable ways in which this could be stopped, viz., Government ownership and management, municipal ownership with Government supervision, restriction of private forest management with police supervision, or encouragement of private forest management by educational functions.

There was great need of a change in the treatment of Canadian forests. From mere exploiters we should become managers. Methods were very bad at the present time, and our knowledge of our forest reserves was merely guess work.

Changes for the better could be the more easily made. Every method to keep out fire and to cultivate, used in Germany, was applicable in some manner to Canada.

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A "MAPLE LEAF" PARTY.

Some members of the British Association and of the National Union of Women Workers, who visited Canada last summer, are joining with the Council of the British Women's Emigration Association in organising an afternoon party to be held (by the courtesy of the Director) at the Imperial Institute on Wednesday, February 23. All the members who have brought back pictures and lantern slides from their travels about Canada are asked to exhibit them at the party, and by arrangement with the Canadian Government Miss Agnes Deans Cameron, the well-known Canadian authoress, will give an account, illustrated with lantern slides, of her 10,000 mile journey down the Mackenzie River to the Arctic Ocean. Members of each of the above societies may buy as many tickets as they wish for themselves and their friends at 2s. each (to include tea, travellers' show, and travellers' tales). Tickets (prepaid) should be ordered as soon as possible from Miss Mary Williams, 6, Sloane Gardens, London, S.W., or Miss Norah Green, N.U.W.W. Office, Parliament Mansions, Victoria Street, London S.W. The party is being organised by the Lady Knightley of Fawsley, the Hon. Mrs. Joyce, the Hon. Mrs. Fuller Maitland, the Hon. Mrs. Franklin, Mrs. Edwin Gray, Mrs. White Cooper, Miss Janes, Miss Mary Williams. Profits (if any) will be given to help the work in Canada of the British Women's Emigration Association. Princess Louise (Duchess of Argyll) and the Duke of Argyll have given their patronage to the function.

The British International Bowling Board has decided to accept Canada's challenge for a series of matches next autumn. A British team of between twenty and thirty bowlers will leave England in August, for a two months' tour of the Dominion.

Mr. Byron E. Walker, as the working member of the Advisory Arts Council appointed by the Dominion Government to buy pictures for the National Gallery at Ottawa, has purchased Mr. John Lavery's "Mary in Green," which was included in the pictures by British artists exhibited recently in Montreal. The picture attracted a great deal of attention when exhibited in London in 1909. Mr. Lavery, it will be remembered, painted the portrait of Mr. B. E. Walker, reproduced two weeks ago in *Canada*, which was presented to that gentleman by the Managers and Senior Officers of the Canadian Bank of Commerce.

ANSWERS TO CORRESPONDENTS.

Queries from corresponaents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

G. W. (Uxbridge).—Ogilvies and Lake of the Woods are both excellent.

"Reader" (Leamington).—Canadian Car and Foundry Preference are likely to go higher.

F. D. M. (Wellingborough).—You should not have been charged more than 6d. per share.

"Subscriber" (Brighton).—The address of the company is at 6, Princes Street, London, E.C.

G. McD. (Edinburgh).—You will see we refer to the subject at some length on another page.

P. N. (Dublin).—Divide your capital equally between Canadian bank shares and the bond and Preference issues of three or four of the leading public, utility and industrial companies, like Ogilvie and Lake of the Woods Milling, Montreal Street Railway, Richelieu and Ontario Navigation, and Consumers Gas.

S. L. (Plymouth).—The preferred shares for Canada Cement or Dominion Coal will yield over 6 per cent.; Lake Superior Bonds may give you the rise in capital value you speak of —Kaministiquia Power Common might be worth enquiry. B.C. Packers Preference and Amalgamated Asbestos also offer a chance of substantial capital increase.

GENERAL.

C. W. (Leeds).—We have forwarded your letter.

"Constant Reader."—You have not observed our rules regarding answers to correspondents and failed to enclose an enquiry coupon.

P. D. V.—(1). No; (2), Winnipeg, or further west; (3), Mr. J. Bruce Walker, Winnipeg; (4), Small to begin with probably; (5), Your training should prove of value to you and enable you to get employment which will give you an opportunity of proving your value and ability and your future is then in your own hands.

A. F. W. (Brighton).—You are confusing St. John's, in the province of Quebec, with the important seaport of St. John, in the province of New Brunswick, which is the Canadian terminal of the steamship lines from British ports during the winter months. St. John's, Quebec, is a flourishing little town not far from Montreal, popular as a summer resort. The capital of Newfoundland is called St. John's, not St. John.

H. E. T. (St. Leonards).—At Toronto, the Queen's Hotel. At Niagara Falls, the Clifton House, and in Ottawa, the Russell House. In Montreal, the Windsor is the principal hotel, but both there and in Toronto you can have a choice of good hotels, operated each on the European or the American plan, the latter at so much per day, including meals: from 10s. per day upwards, according to room.

F. E. (Norwich).—The Dominion Government has no land for homestead or pre-emption in the Nechaco valley, B.C. You can apply to the Secretary Provincial Bureau of Information, Victoria, B.C., for the other particulars about the land that you desire to know.

G. W. B. (Bromley).—The first contingent of Canadian troops for service in South Africa sailed on October 30, 1899, from Quebec on the Allan liner, Sardinian. The second contingent was taken in three ships and sailed in January and February, 1901.

ENQUIRY COUPON.

"CANADA," No. 214, Feb. 12, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

F. G. H. (Sheffield).—The official figures of attendance at the Canadian National exhibition, Toronto last year were as follows: Tuesday, August 31, 45,000; Wednesday, 53,000; Thursday, 51,000; Friday, 55,000; Saturday, 80,000; Monday, 142,000; Tuesday, 61,000; Wednesday, 84,200; Thursday, 49,000; Friday, 72,000; Saturday, September 11, 60,000. Total, 752,000.

T. W. (Aberdeen).—Most of the large cities and towns have organized bureaus of publicity, which issue literature regarding the special attractions of their respective localities for the tourist and the settler. In Hamilton, Ontario, the official in charge of the department is Mr. William Mullins; address, City Hall, Hamilton, Ontario.

E. G. C. (Salford).—We would suggest your writing to the Manager, Dominion Cotton Mills, Valleyfield, Quebec, or to the Manager, Dominion Textile Co., Liverpool and London Globe Insurance Co. Building, Montreal.

"Educational."—If you give us your address we will reply in detail. The opportunities are numerous in the Provinces of Alberta and Saskatchewan for those who have satisfactory certificates from schools here. Suitable board and lodging in the larger towns would average about 25s. or 30s. per week. The salaries range from £100 per annum.

✣

A GUIDE TO THE NEW HOUSE OF COMMONS.

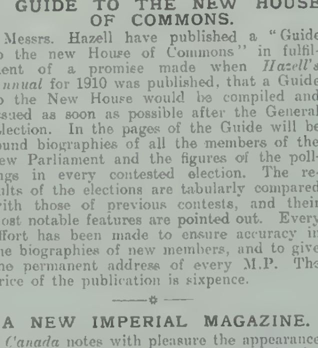
Messrs. Hazell have published a "Guide to the new House of Commons" in fulfilment of a promise made when *Hazell's Annual* for 1910 was published, that a Guide to the New House would be compiled and issued as soon as possible after the General Election. In the pages of the Guide will be found biographies of all the members of the new Parliament and the figures of the pollings in every contested election. The results of the elections are tabularly compared with those of previous contests, and their most notable features are pointed out. Every effort has been made to ensure accuracy in the biographies of new members, and to give the permanent address of every M.P. The price of the publication is sixpence.

✣

A NEW IMPERIAL MAGAZINE.

Canada notes with pleasure the appearance of a new contemporary, entitled *The Empire Gazette*, which is to be published in monthly form. The make-up and illustrations are excellent, and it is satisfactory to note that, while no part of the Empire is neglected, a considerable amount of space is devoted to information concerning the Dominion. The price of the new magazine is threepence.

TWO OF A KIND.



Mr. Bull: D'you know I'm beginnin' to half suspect that the Grand Old Free Trade Policy of England is as big a humbug as the Grand Old Free Trade Party of Canada. —From the *Toronto World*.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending January 22, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
Buffalo	47,684	—
Cobalt Lake	132,000	—
Crown Reserve	123,353	—
Drummond	264,200	—
Kerr Lake	182,392	62,460
King Edward	49,952	53,920
La Rose	256,059	393,600
McKin. Darragh	50,319	—
Nipissing	302,939	186,034
O'Brien	64,056	—
Right of Way	64,902	244,510
Temiskaming	60,000	181,060
Chambers-Ferland	—	62,000
Nova Scotia	—	410,390
Peterson	—	81,560
Totals	1,597,826 (798 tons)	1,363,588 (682 tons)

BRITISH COLUMBIA.

During the week ending January 22, the following shipments were made:—

BOUNDARY.

	Tons
Granby	25,926
Mother Lode	9,770
Snowshoe	3,662
Oro Denoro	200
Golden Eagle	120
Total	39,658

ROSSLAND.

Centre Star	1,691
Le Roi No. 2	608
Le Roi	373
Velvet	35
Total	2,707

SLOCAN-KOOTENAY.

Whitewater	41
St. Eugene	109
Nugget	27
Queen	32
Emerald	42
Yankee Girl	194
Van Roi	93
Silver Cup	23
North Star	29
Mollie Hughes	59
Apex	20
California	36
Ethel	33
Total	818

SMELTER RECEIPTS.

Granby	26,046
B. C. Copper Co.	9,950
Consolidated Co.	7,292

✣

THE PROGRESS OF PORCUPINE CITY.

Buildings are going up rapidly at this place, in the neighbourhood of which discoveries of gold have been made. Reports to hand state that free gold has been discovered by Messrs. Chambers and Ferland, who have also a mine at Cobalt, on their claim at Tisdale. Other discoveries are rumoured.

The Schannon property, on which gold discoveries have been made, has been sold to the Timmins interests for $25,000.

✣

GOWGANDA'S FIRST ORE SHIPMENT.

The first ore shipment from Gowganda, consisting of 25,000 lbs. of silver ore, has been sent to the Coniagas smelter at Thorold to be treated. The ore was from the Dobie-Reeve mine, situated near Gowganda Lake.

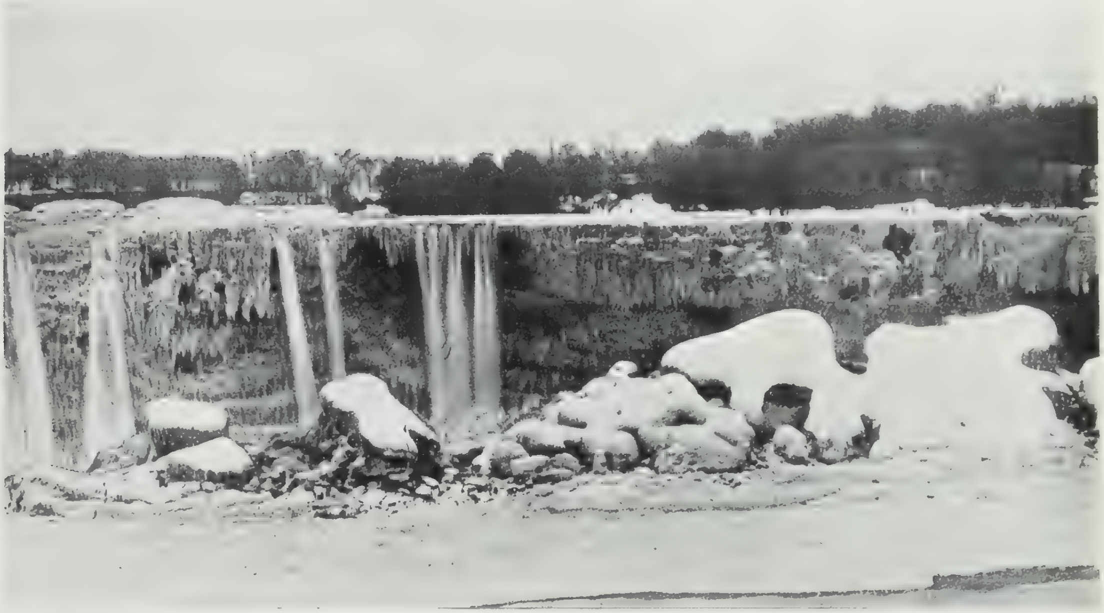
Mining Properties.—Timber Berths.
Investments.
Cable Address: "Arbicker."
A. R. BICKERSTAFF & CO. Ltd.,
Codes: A B C, Clough's.
621 to 627, Traders Bank Bldgs.,
TORONTO, Can.

Mining Engineer.
ARTHUR E. HEPBURN,
Consulting Mining Engineer,
956, Nicola St.,
VANCOUVER, B.C.
Cable Address: "RUHTRA," Vancouver

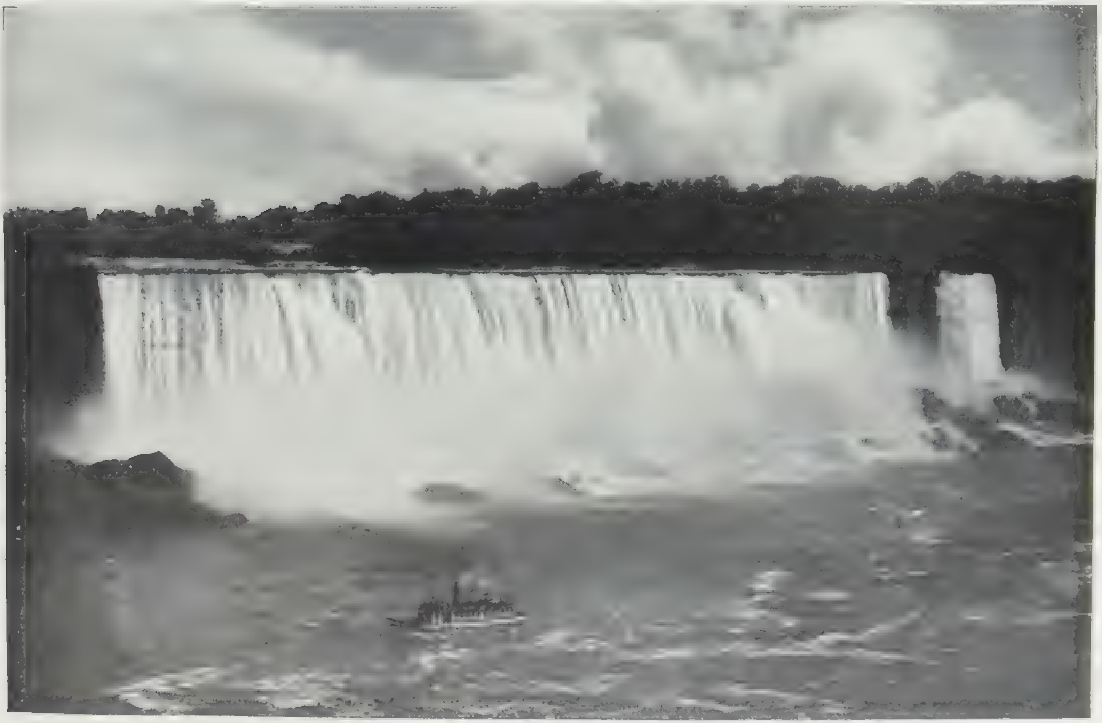
CANADA

No. 215. SATURDAY, FEBRUARY 19, 1910. Vol. XVII. 6D. WEEKLY.

UNDER WINTER'S ICE AND SUMMER'S SKIES.



THE AMERICAN FALL AT NIAGARA, IN THE GRIP OF WINTER.
This photograph was taken at this time last year when the Falls were Ice-bound. This year only the river below the Falls has frozen.



A VIEW OF THE SAME FALL IN SUMMER, WHEN FIFTEEN MILLION CUBIC FEET OF WATER RUSH OVER THE WHOLE FALLS EVERY MINUTE.

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
YUKON
MACKENZIE
KEEWATIN
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
UNGAVA
LABRADOR
QUEBEC
ONTARIO
OTTAWA
UNITED STATES
TORONTO
MONTREAL

NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

Price 6d. or 15 cents. Annual Subscription, 29s. or $7.

OFFICES:—

LONDON, ENGLAND: 34 and 35, Norfolk Street, Strand, W.C.
TORONTO: Aberdeen Chambers, Victoria Street.

Telephone—London: 10197 Central.

Telegrams: "Canada Newspaper, London." Cables: "Chinook, London."

Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

CANADA'S PROSPERITY.

ALMOST every day continues to furnish fresh evidence of the extraordinary prosperity Canada is enjoying and the brightness of her prospects in the immediate future. The Imperialistic naval policy that is just now occupying the attention of the Legislature and people of the Dominion is in keeping with the other indications that Canada is preparing to bulk more largely in the eyes of the world in these early years of the twentieth century than many Britons have yet appeared to realise.

In every direction expansion is apparent. The great railway systems which intersect the Dominion are perhaps the most important element in her future, and they are unmistakably forging ahead. The excellent account the Grand Trunk Company have been able to give of themselves in their half-yearly statement has actually surpassed the general expectation. The success that is attending the praiseworthy emigration policy of the Canadian Pacific is equally calculated to give satisfaction to those concerned with the future as well as the present. The Canadian Northern Railway also has extensive operations in hand, in the shape both of railway extensions in the West and new steamship arrangements on the Atlantic, in connection with which Mr. Hanna, one of the heads of this important railway, has arrived in London.

Another sign of the times that counts for not a little is the work being undertaken by the Conservation Commission, presided over by the Hon. Clifford Sifton, one of the ablest of Canadian statesmen, who has patriotically announced his determination to devote his entire attention to the conservation of Canada's natural resources—a matter the importance of which is pointed out elsewhere in this issue. A good deal may be expected from the investigations of the various Committees into which the Commission has been divided.

As Mr. Sifton said in his inaugural address at Ottawa, agriculture is the most important of the bases of Canada's prosperity. Everything points to an early realisation of the Dominion's ambition to become the granary of not only the Empire, but a large portion of the rest of the world. Already what was but a few years ago only an aspiration has been realised, and Canada is well on the way towards the attainment of her object. What is now required is the establishment of a mutually satisfactory system of Imperial preference. By this means the way would be paved, on the one hand, for the more rapid opening up of Canada's wheat fields, and on the other the British working-man's bugbear of dependence on the foreigner for his food supply would be removed once for all. Meantime, East is vying with West to increase Canada's reputation in this direction, and, as the Hon. Sydney Fisher pointed out to the Ottawa Canadian Club the other day, "we have the great satisfaction of knowing that amongst the newer countries of agricultural production, amongst our great rivals in wheat production above all, we stand pre-eminent in quality as well as in quantity, with 50 per cent. more per acre than our great rivals, the United States."

Indeed, under present conditions, Canada's development is only limited by the supply of labour available. The emigration season that is now opening is the factor upon which the immediate future very largely depends. A reassuring statement in this respect is made by Mr. N. B. Colcock, the Agent in London of the Ontario Government, in an interview with a representative of *Canada*, which appears on another page. "I believe," he says, "the year 1910 will show a record not only in the number going out to Ontario, but in the amount of capital taken by the prospective settlers." It cannot be too strongly insisted that the quality of the emigrants ought to be taken into consideration quite as fully as their quantity. Every scheme having in view the provision of emigration facilities to skilled British workers out of employment is deserving of warm encouragement. What is now requisite, as we have lost no opportunity of urging, is for the Imperial Government to step in and regulate the emigration to the Overseas Dominions—by means, for instance, of the newly established Labour Exchanges. For upon the ensuring of the progress and prosperity of Canada and the other self-governing colonies depend also the progress and prosperity of the Empire as a whole.

NOTES OF THE WEEK.

Naval Dockyards for Canada. However much Canadian public opinion differs as to the form of the Dominion's contribution to the defence of the Empire, it is impossible to read the speeches as reported in Hansard or the editorial comments of the Press from east to west, without being convinced that there is a preponderance of feeling in favour of building a Canadian navy in Canadian ports. The admission that this policy means an initial cost of some 33⅓ per cent. more has had little weight with the bulk of Canadians. More attention has been given to the objection that this policy will involve a longer delay in giving effective aid, for at least three or four years must elapse before an up-to-date armoured cruiser can be turned out from a Canadian yard. The iron and the steel are there, not only close to the future Glasgows and Newcastles of the Dominion, but also alongside the Great Lake ports, over 1,500 miles away from the open sea. The immediate interest of the Old Country in the development of a Canadian navy evidently lies in the question as to which of the great British shipbuilding firms shall secure the contract to establish a plant and start this great industry on a large scale in the Dominion.

* * *

British Press and Oversea Dominions. The increasing attention being paid by the British Press to Imperial interests has been strikingly marked during the last year or two. A special section devoted once a week to the affairs of the Oversea Dominions, and especially Canada, has become a familiar feature of leading daily newspapers in both London and the provinces. The latest to show its realisation of the importance of those interests in this way is the *Financial News*. "We have," says our contemporary, "thought it well to take a step to fulfil the well-founded desire of the Colonies to have their affairs more fully set before the Home public, and that public's equal desire to improve its acquaintance with them. We propose henceforward to devote at least one page each week to marshalling the latest intelligence from the Colonies on economic and financial subjects. Our aim will be to make this Colonial section severely practical, to avoid unprofitable discussions, and to concentrate on the effort to bring into closer contact and more intimate acquaintance those who lend and those who borrow, those who buy and those who sell." We heartily congratulate our contemporary on its new departure. It is a welcome sign of the times, providing, in a sense, a complement to the appearance of the *Empire Gazette*, whose first monthly number we noted last week. Such efforts to stimulate interest in the Mother Country in Imperial affairs as a whole provide, if it were needed, justification for the existence of journals such as *Canada*, which concentrate their attention more particularly on one of the great Oversea Dominions. In their pages all the various interests can be dealt with in a detailed manner impossible, in the nature of things, in a wider survey. For not only in their financial and economic aspects are the British public concerned with the self-governing Colonies, but also in their relationship to the Mother Country and the prospects they offer to its inhabitants as high-roads to a prosperity not to be looked for within its narrow confines.

* * *

A Tribute to Newfoundland. An interesting personal note was struck in the Speech from the Throne at the opening of the Newfoundland Legislature—a body whose unique position is to-day dealt with by our special representative in the island. His Excellency Sir Ralph Williams was present for the first time as Governor of the Colony, and he took advantage of the opportunity to pay a well-deserved tribute to the people of Newfoundland and the energy with which the resources of the island are being developed. "Although but a few months resident in the island," he said, "I have been able to visit widely separated sections of the country, and to learn something of its varied resources and industries. I have been most favourably impressed with the sterling character of the people, and their remarkable adaptability to the changing conditions which the evolution of industry amongst you has made imperative; and it is a pleasure for me to have confirmed by personal observation the testimony so generously contributed by competent authorities to the capabilities and resourcefulness of the working classes amongst you. I have been gratified to observe the progress that has been made in the development of your fisheries, forest resources, and mineral wealth, and the evidence of enlarged agricultural interest which is becoming increasingly apparent."

* * *

The British Trade Ambassador in Canada. The third of the pointed and outspoken series of articles on "The American Bid for Canadian Trade" appearing in the *Times* deals with the position and functions of the British Trade Commissioner. It deserves the close attention of the new President of the Board of Trade. The difference shown in method and spirit between British and American traders in Canada extends also, the writer argues, to the difference in point of view from which the Governments regard the operations of the Board of Trade. While it is recognised that the appointment of Mr. Richard Grigg as His Majesty's Trade Commissioner for the Dominion of Canada is altogether admirable, both as to the objects sought and as to the office selected, the writer urges that it must be fully realised that "the object of appointing a Trade Commissioner to Canada is not the preservation of the ancient and honourable traditions of the British Civil Service, but the multiplication of sales of British goods to Canadian purchasers." The position of Dr. Jones, the United States Consul at Winnipeg, who was recently promoted to the dignity of Consul-General, as "a visible, vocal force" in the life of Winnipeg and Western Canada generally "the real battleground between the British and American manufacturer, with the gravitation of geography in favour of the American" is held up as an illustration of what a Trade Commissioner ought to be. Face to face as we are with American and German industrial activity in Canada, too great stress cannot be placed on the much stronger case that exists for a similar British propaganda.* Here "the personal factor counts for almost as much as it does in any other kind of evangelism. Therefore, if trade is to hold us together, we must make the most of our ambassadors of trade. There are a dozen ways in which this can be done, without harming the British Constitution or needlessly alarming the Civil Service." It may be a hard saying, even for Mr. Sydney Buxton, but he will have to take it to heart if he is to justify his appointment to his new post. The writer of these instructive and able articles is Mr. Arthur Hawkes, at one time Editor of the *Monetary Times*, Toronto.

* * *

Conserving Canada's Resources. Not a day too soon, the Canadian Government has appointed a Commission to assist in the conservation of the natural resources of the Dominion. The Commission has been set a monumental task. It will be the duty of its members to collect, digest, and disseminate information from all sources and all parts of the world which will be of value in the more effective conservation, combined with judicious development, of those wonderful gifts with which Canada has been endowed. It will thus act in an advisory capacity to those concerned in administrative work, and will co-operate with the many societies which exist to encourage or bring about the protection of game, forests, fisheries, and other national riches. These societies already do much good work, and they should now reap the advantage of having their hands considerably strengthened by association with so powerful a body. The personnel of the Commission includes many of the ablest and most distinguished men in politics, science, education, and commerce in the Dominion. All are entering enthusiastically into the work before them. It is stated in this connection that the Hon. Clifford Sifton, the Chairman, is to resign his seat in Parliament, in order to be able to devote the whole of his attention to the requirements of his new post; while Dr. J. W. Robertson, the Principal of the Macdonald Agricultural College at Ste. Anne de Bellevue, has resigned that position on account of a projected tour of the world in the interests of the Commission. Canada has already suffered, in some cases irreparably, from the illegal or wanton use of her resources, but the present wise step should do much to prevent a repetition of past mistakes, and to ensure a safer policy in the future.

* * *

The "Banner" Province. The Hon. A. J. Matheson, the Provincial Treasurer, is confident of Ontario's ability to retain her position as the "banner" Province of the Dominion. "I ask the people to have faith in the future of the Province," he said in his Budget speech; and he added: "People who attempt to decry its credit should be cried down. It does not do any good to have men who behave that way. I see great progress in the future, which may involve great expenditure, but we have sources which might be taxed, and we can derive revenue from our woods and minerals." It is satisfactory to note that Mr. D. J. McDougal, speaking from the Opposition benches, was able to agree both with the Provincial Treasurer's reference to the existing prosperity and his optimistic views of the future of the Province. The question of the party to whom credit is due for this gratifying state of matters is not one that need be dealt with here. The main thing is that, although there was a seeming deficit of over $60,000 for the short financial year of ten months, the calendar year showed a surplus of $300,000, whereas a very large deficit was expected. As regards both its present financial position and its immediate prospects, the Province may be regarded as exceptionally prosperous.

* * *

Recruiting for Canada. The Canadian recruiting campaign is in full progress just now throughout the United Kingdom. From Land's End to John o Groats the agents of the Government and various Canadian organisations are on the look-out for likely settlers for the Dominion. The columns of the Provincial Press bear testimony to their activity, and to the interest they are arousing throughout England, Scotland, Ireland, and Wales alike. This is all as is should be. The emigration season is now opening, and it is of the utmost importance, from whatever point of view the matter is regarded, that a steady stream of British settlers should continue to flow into Canada. It is surely only necessary for attention to be drawn to the openings everywhere for willing workers throughout the Dominion for a plentiful supply of emigrants to be forthcoming. Upon the best way of meeting the labour requirements of the Dominion the efforts of many

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See "British Trade in Canada," by Herbert J. Rodgers (The *Canada* Newspaper Co., Ltd., price 1s.), for hints to manufacturers and commercial travellers.

prominent men on both sides of the Atlantic are at present being concentrated. Mr. W. L. Grant, of Balliol College, Oxford, who has (as mentioned in our Personal notes) just been appointed Professor of History in Queen's University, Kingston, has given a new turn to the discussion of the problem in the columns of the *Morning Post* by advocating the sending out, not adults, but children. This phase certainly must not be lost sight of, but for the moment Canada's need for competent workers of varying degrees of skill is still more pressing.

* * *

A Welcome for Canadian Fruit-Growers. In the paper upon the Canadian fruit industry which he read recently before the Royal Colonial Institute, Mr. Mackinnon, now the Dominion Trade Commissioner in Birmingham, formerly principal Fruit Inspector of the Department of Agriculture in Canada, laid special stress upon the advantage it would be if the actual grower could be brought into more intimate acquaintance with the special requirements of the British market by making a tour in the United Kingdom. The report of the Scottish Agricultural Commissioners has proved of inestimable benefit in instructing prospective emigrants as to the conditions under which agriculture is carried on in the Dominion, and we are glad to notice that this suggestion of Mr. Mackinnon's has been taken up by the National Fruit-Growers' Federation of the United Kingdom, which has invited a delegation of Canadian fruit-growers to visit the ports and markets where their exports are principally handled. The total value of the apples alone annually exported from Canada to Great Britain has now reached nearly one million sterling, and while the demand is a progressive one, the capacity of Canadian orchards has as yet been scarcely tested. Moreover, there are many other kinds of fruit grown in Canada which might find a good market in the Mother Country either in the raw state or canned or bottled upon the Canadian system, which all who have lived in the Dominion have learned to prefer. We understand that the invitation of the National Fruit-Growers' Association has been endorsed by others interested in the trade, and that the corporations of some of our principal ports will join in welcoming the delegation, which it is hoped will visit the Old Country during the summer.

* * *

Scientific Farmers Wanted. From all parts of Canada just now a demand is being made for more scientific farming. In British Columbia, as much as the Maritime Provinces, it has come to be realised that the day of old-fashioned methods is past, and the industry must now be organised on more up-to-date lines. The point has been nowhere more strikingly put than by the Hon. Sydney Fisher in his address to the Ottawa Canadian Club. While congratulating Canadians on the pre-eminence of their position among the newer countries, he warned them that they were "far behind the finer and more scientific agriculture of the older nations in Europe." "In regard to our agriculture in general," he said, "I fear that I have to cast a reproach upon the people of this country. There is much excuse, there is much reason for it, but at the same time our farmers are not doing what they might easily do, and what, if they availed themselves of the information that is laid freely at their feet, they could do." That is a warning Canadian farmers cannot afford to neglect. The promised Technical Education Commission will be looked to to suggest means of supplementing the work that is being carried on by existing institutions, such as the experimental farms and farmers' associations. The fact, vouched for by Mr. Fisher, is not without significance, that the men who are making the greatest profits on the farms of Ontario to-day are graduates of Guelph Agricultural College, "who have learned the scientific truths which underlie their business and how to apply them."

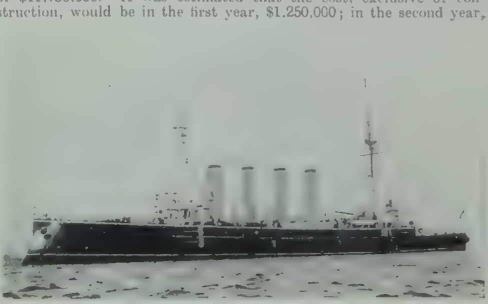
* * *

Cost of Living in Canada. The question of the increased cost of living is now being largely discussed and inquired into in Canada and the United States. Attention is very properly being directed to the purchasing power of the wage-earner as compared with the days when food was cheaper. In estimating the cost of living in Canada the respective wages paid must, of course, be the essential consideration. In the large cities the unskilled casual labourer employed in street-cleaning or snow-shovelling receives a minimum of from five to seven shillings per day. The navvies working on railway construction receive a minimum of eight shillings a day. In the towns of Eastern Canada good board is readily obtainable by the working classes at from \$3½ (14s.) per week, and in Western Canada at from \$4 (16s.) per week. The rate of wages obtainable is officially given every month in the *Labour Gazette* issued by a Department of the Dominion Government, by which it is evident that the poorest paid labourer of any kind receives \$1.50, or six shillings per day the minimum for a skilled labourer at any trade is \$2, or eight shillings per day. As to what railway servants receive, take the official schedule of the rates paid on its lines in Western Canada by the Canadian Pacific Railway (referred to on another page), by which it is seen that the conductors, or guards, as we call them, receive over £20 per month, and brakemen and baggagemen over £15 per month. In purchasing food or clothing in a Canadian or American city, of course, locality plays a part as great as or even greater than it does in Great Britain, and many of the comparisons made during an election on platforms fail for that very reason. It is not only the question of locality between a place in Eastern Canada and Western Canada, but between the different parts of the town or city just as much as it is between Bethnal Green and South Kensington or the New Cut and Mayfair.

THE DOMINION PARLIAMENT.

The Debate on the Navy Bill.

Sir Frederick Borden, Minister of Militia and Defence, who (in the absence of the Hon. L. P. Brodeur) has taken up the work of securing the passage through the House of Commons of the Navy Bill, has further explained the details of the Government's programme. Sir Frederick announced that two training ships would first be secured. The *Rainbow* would go to the Pacific, while for the Atlantic coast the *Niobe*, a far larger vessel, has been obtained. The latter ship, he pointed out, was a protected cruiser, ten years old, of 11,000 tons, 20½ knots speed, and a complement of 600 men. She was substituted for the *Boadicea*, which disappears. The fleet to be built would be divided. Two *Bristols* were to be allotted to the Pacific coast, and two *Bristols* and six destroyers to the Atlantic. The cost of the building programme was estimated at \$11,015,000. The Naval College would cost \$715,000, making a total outlay for construction of \$11,730,000. It was estimated that the cost, exclusive of construction, would be in the first year, \$1,250,000; in the second year, \$1,447,000; in the third year, \$1,704,000; and in the fourth year, \$2,254,000. When the building programme was completed the annual cost of upkeep, at Canadian rates, is expected to be \$3,680,000. The organisation and training would be according to the system of the Royal Navy, and the permanent force would be a long-service force.



H.M S. "NIOBE," WHICH HAS BEEN BOUGHT BY THE CANADIAN GOVERNMENT.

"The Opposition amendment (cables the *Times* Ottawa correspondent) has somewhat confused opinion, and parties tend to divide on an immediate direct contribution of \$25,000,000, as against a Canadian Navy. The Opposition also insist that, proportionately, Canada does less than Australia or New Zealand; that we fall short of a naval unit; and that we give no adequate guarantee that in time of war Canadian ships will be subject to the Admiralty.

"The Government, arguing the importance of Canadian autonomy, denounce a direct contribution as tribute, and explain that, while the Canadian fleet must be subject to the Canadian Parliament, it will practically be part of the British Navy; further, that the Government's plan is approved of by the Admiralty, and that no emergency exists either through the action of Germany or any other Power which makes immediate action by Canada imperative."

Mr. L. J. Tarte, the proprietor of *La Patrie*, has declared in an interview that Mr. Bourassa in his opposition to any participation by Canada in Imperial naval defence, does not represent the French-Canadian sentiment. Mr. Tarte announces that, as a British subject, he favours a Canadian participation in Imperial naval defence, and that he will begin a campaign at Quebec to demonstrate the correctness of his position.

In reply to a question by Mr. Foster respecting the number of applications for positions in the Canadian Navy, Sir Wilfrid replied that the total number of applications received was 234. The number from officers of the Royal Navy was 59; from ex-officers, 6; from officers of the Royal Naval Reserve, 37; and from Canadians, 115.

It is stated that, owing to ill-health, Mr. Brodeur will resign his seat in the Cabinet. If so, he will be succeeded by Senator Dandurand, formerly Speaker in the Upper Chamber, and one of the most capable of Canadian politicians.

Mr. Rodolphe Forget, chairman of the Montreal Stock Exchange, in a recent speech, stated that he estimated that \$500,000,000 would be expended in Canada during the present year in works of development. Ten years ago an annual expenditure of \$50,000,000 in such undertakings in Canada would have been regarded as a matter of congratulation.

ONTARIO AND IMMIGRATION: Activity of the Provincial Government.

"THE organisation of the Government of the Province of Ontario for promoting the emigration of suitable settlers, meeting them upon arrival at Toronto, Montreal, or Quebec, and placing them in Ontario, where they will have good homes and the best prospects of success, will be still further improved this season." This statement was made to a representative of *Canada* by Mr. N. B. Colcock, the Ontario Government Agent in Great Britain, whose headquarters are at 163, Strand. Mr. Colcock has just returned from a three months' visit to Canada, where he has been in consultation with Ontario Cabinet Ministers and the principal officials of the Emigration Department, in regard to perfecting the work for which he is responsible on this side

Mr. Colcock said: "I should like it to be distinctly understood that the class of emigrants the Governmental machinery will be specially employed to assist is limited to men who have some experience in agricultural work and domestic servants. As regards the former, in some cases we shall go as far as giving assisted passages, taking reasonable security for the eventual repayment of any advances made."

Asked as to whether this meant that there were no openings in Ontario for other classes of labour, Mr. Colcock replied: "Certainly not. During my visit I had ample proof of the growing prosperity of the manufacturing industries and the commercial enterprises in the Province. Many employers are now complaining of the scarcity of skilled labour, and there are many types of artisan who find it an increasing struggle to get steady work in this country who would, I am sure, do better by emigrating. The Government, however, confines its activities to helping forward the staple industry of the Province, the prosperity of which means the expansion of all other industries. It is in the districts farthest away from the large towns that our farmers are most handicapped by the want of intelligent labour. Many of their sons have taken capital and bought larger farms in Northern Ontario or Western Canada, where their experience gives them an advantage over the new arrival from Britain, who, on the other hand, is likely to make a better start in our more settled portion of Canada than he will on virgin land, where mixed farming is as yet in its infancy."

GOOD LAND AT TWO SHILLINGS AN ACRE.

During December Mr. Colcock spent some time in Northern Ontario, along the line of the Temiskaming and Northern Ontario Railway, which joins the new Grand Trunk Pacific Railway at Cochrane. "There," said he, "I stayed with several settlers, who have gone in within the last two years buying land from the Ontario Government at 50 cents (2s.) per acre, with which they express themselves as well satisfied. When the land was not cleared it was easily handled, and the pulp-wood found on most sections had paid for the clearing. Last harvest many of these small farmers had got 68 bushels of oats from an acre, while as regards wheat production the yield is quite up to that of the more talked of Western Provinces. Every year, too, you must remember that those early settlers will have better and better transportation facilities."

Speaking of the rapid growth of Cochrane, Mr. Colcock said: "When the first train on the Temiskaming and Ontario Railway entered the place thirteen months ago there was not one good building in it; when I was there in December there were over 300, and before this year is out there will surely be more than 1,000." Mr. Colcock also visited Cobalt and the mining regions around, where the population is steadily increasing and the class of building improving, facts which he considers afford as valuable a proof of the permanent value of the silver camps as do the weekly returns of ore shipped.

"I am expecting several special immigration agents over this spring—men who have worked on farms and prospered, and who know the conditions which prevail thoroughly. These men," said Mr. Colcock, "will be employed in the agricultural districts of England, Scotland, and the North of Ireland, to visit the villages and foster our emigration campaign."

"It is, however, not so difficult now as it was in former years to excite interest in Canada. So many have gone out from the rural districts of Britain and done well that the fame of our wonderful country is now getting some good free advertising of the best sort. Upon my return to this office I was surprised at the amount of correspondence which has been going on during the winter months. I believe the year 1910 will show a record, not only in the number going out to Ontario, but in the amount of capital taken by the prospective settlers."

During his visit to Toronto an Order-in-Council was passed by the Government, which extends the work of Mr. Colcock as agent of the Province in Great Britain, to include matters appertaining to trade and commerce as well as to that of an emigration bureau, to which it was originally limited.

CANADA BETWEEN TWO ALTERNATIVES

Professor Leacock on Defence and Nationalism.

"The Outlook for Imperial Unity" was the theme of an address delivered by Professor Leacock, of McGill University, Montreal, to the Quebec Literary and Historical Society. Canada, he said, was standing between two alternatives without coming to any decision. So far proposals for Imperial Federation had proved abortive. They had shirked the duties of national defence, arguing that so long as they had soldiers they did not need sailors—as if any enemy's fleet would accommodate them by disembarking and fighting on land! As for the argument that Canada was doing her duty in Imperial defence by developing her natural resources, it reminded him of the man who went into a dangerous street unarmed because he said he was too fat to fight anyhow.

Referring to Nationalism, Professor Leacock said it was a splendid sentiment. If it meant the justification of one's country, even the over-estimation of it, he favoured it. But would the mere fact of their making French treaties and sending ambassadors to Washington spell independence? A distinguished Canadian professor had said a few days ago in the States that Canada was nominally dependent on but practically independent of Britain, and if they wanted to take independence they could. He (Professor Leacock) thought that that independence would spell ingratitude. They could not bring forward the tyranny of an ill-advised King as excuse, since they had met with nothing but goodwill and protection.

NEWS BY CABLE.

The Canadian Defence League.

At a meeting held for the purpose of organising an Ontario branch of the Canadian Defence League, Chancellor Burwash, of Victoria University, presided. Addresses were delivered by the Rev. Dr. Carman, General Superintendent of the Methodist Church in Canada; Canon Macnab, of the Anglican Church; and Mr. B. E. Walker, president of the Canadian Bank of Commerce. The object is to awaken opinion in favour of an adequate Canadian contribution to Imperial defence, and the propriety and necessity of such action by the Dominion were strongly emphasised by various speakers. Sir James Whitney, the Premier, and Mr. A. G. McKay, the Leader of the Liberal Opposition in the Provincial Legislative Assembly, were elected patrons.

The Newfoundland Branch Railways.

The House of Assembly, by 25 votes against 5, has passed resolutions providing for the construction of 250 miles of branch railways.

THE "RUSH" TO THE PORCUPINE GOLDFIELDS

MINERS' EFFECTS EN ROUTE TO THE NEWLY-DISCOVERED GOLD DISTRICT.

A DOG TEAM LEAVING THE TRAIN ON THE LAST STAGE OF THE JOURNEY.

(*The Photos are from Snapshots by Mr. N. B. Colcock.*)

BY MANY WATERS.—II.

By Cyril H. Jackson.

The Author writes: "To bring home some faint impression of the reality of the exile's life in the less frequented parts of B.N.A. these little tales are told; not with any continuity of narrative, but in the hope that such small glimpses may suggest the greater scene, as the chance tone of a voice, or a perfume's scent, will serve to substantiate the shadows of one's memory."

[*Special to "Canada." All rights reserved.*]

COD of great size were plentiful and easy to secure, but afforded little sport; one most enormous skate had to be slain before the bait could be removed from the place where he had hidden it; but the fun was with the halibut. Tremendous fights took place with these monsters, victory resting sometimes with one side, sometimes with the other. A friend, using 200 yards of line, lost it all with one that nothing could persuade to stop, an accident which fortunately occurred just at the right moment, for, as the bereaved one was beginning to state his views on things in general, the long-awaited steamer hove in sight, coming round a point, and a desperate race resulted in a passage being secured with less than half a minute to spare.

Salmon-fishing amongst the islands off the British Columbian Coast is a most exhilarating form of entertainment.

And the island life itself has points that are worthy of consideration. No one is ever in a hurry here; anyone that happens to have any business must most carefully avoid any semblance of exertion in its conduct. It is best, in fact, to have none, and then one can sometimes summon sufficient energy, when the long summer day is dreaming on towards sunset and the tide is on the turn, to row oneself out to where the great tide-rip begins to form, and enjoy some of the finest sport the world can show.

A BIG SKATE.

There is no lack of excitement then. The fish are in the very edge of the tide-rip, and crafty seamanship is necessary. With the greatest care one is sometimes swept in amongst the tumbling seas, which seem to come from all directions at once, and if one happens to have a salmon on at the time, no further engagements are required to relieve the monotony of existence.

On one such occasion I was out alone in a very tiny boat, and a big spring salmon coming on with a bang, in the excitement of the moment I allowed one of my sculls to slide through the rowlock, and was carried immediately into the centre of the tide-rip. Here the salmon and I both had a remarkably unpleasant time, and were getting heartily tired of each other, when, by using my remaining scull as a paddle, with the salmon still on, I managed to reach the one that had gone adrift, and at last, getting clear of the rip gaffed a beautiful twenty-two pound fish.

Many splendid salmon died here; and with them the father of all cod-fish, which unfortunate occurrence was entirely his own fault. On a deep-sea line I was hauling in a rock-cod, when the monster seized him. There was no reason why he should not have let go; I had no gaff, and spent fully five minutes in trying to get a satisfactory hold of the brute with my hand and he never showed fight till he was actually in the boat. Then everybody tried to kill him with anything he could lay hands on, and the scene of his passing was quite gay. We had nothing that would weigh a fish above 40lbs., so he was cleaned and decapitated; his head alone weighed 19lbs., and the balance of him, without his mechanism, thirty-five; so he must have been well over 60lbs. before the operation.

Many scenes of the island life come very plainly back; of the lonely deer-hunts in the hours before the dawn, sometimes successful, more often not; of stormy passages and rushing tides; of one such passage when, crossing to a neighbouring island one dark night, suddenly I was in the midst of whales, and for over an hour was unable to get ashore in consequence; scenes of many kinds bright with the memory of island friend and kindly hospitality.

In Southern British Columbia magnificent river fishing can still be obtained by one who knows the province well; here are many rivers and many experiences; only a few of these may be recorded here.

Many of the rivers, some of which, fifteen years ago afforded fishing not to be surpassed on earth, have been practically ruined for the angler by the log-driving of the lumberman. Such a river is the Cowichan, on Vancouver Island; but even yet good fly-fishing is found at its head, where it leaves its parent lake, and where, anchored in one's boat in the swift stream, one sees in the clear water the great trout darting hither and thither; and they see the wily fisherman, too, and long casting and fine tackle are requisite to success.

Journeying westwards on the Canadian Pacific Railway, as the train is drawing on towards the lofty mountains that hold the Fraser in its mighty canyon, the traveller sees below him, on the right-hand side, a river of transparent green, rolling on through the great, arid ranges to join its greater brother. This is the Thompson River, and it contains, amongst other things, silver and rainbow trout.

The river, like many others, is uncertain, and the angler may occasionally fail even to save a blank. But a day on that river when the fates are kind, and the trout are rising well, will certainly never be forgotten.

Though in places the rocky banks rise steeply behind the favoured cast, where a mistake with the backward throw must cost a fly, yet for the most part the fisherman stands out on rocky promontories, past which the green water swirls with impressive force, while just below is always the big eddy, where the trout are watching for what the current brings. No better places than these are ever found, no tackle is lost, everything is perfectly clear, and there is deep, quiet water for the final scene.

It is a beautiful river, too, one of the most beautiful in British Columbia, and it flows through a splendid valley, where tower on either hand the great ranges, scorched by the blazing sun of the interior, over which vast herds of cattle room at will; for this is the famous bunch-grass country, where the beef-steaks grow.

The rainbow of the Thompson, reaching some 5lbs. in weight, is a trout worthy of the highest praise, and never fails to give exciting moments to the fisherman who has persuaded him to take the fly. He is of very imposing presence, his deep broad sides marked with a gorgeous scarlet bar reaching from head to tail. His tactics in this river are ever the same; lying always, when feeding, either in or at the very edge of the strong water; the moment he takes the fly, he dashes off with a tremendous rush into the swiftest, most broken water he can reach, and there leaping and struggling, with the whole force of the powerful current in his favour, causes the nervous fisherman on the rocks above him moments of the gravest anxiety.

His friend, the silver trout, who does not attain so great a size, seldom exceeding 2½lbs. in weight, attempts to secure his freedom more by extraordinary gymnastics in the air, than by long rushes out into the great force of the strongest currents.

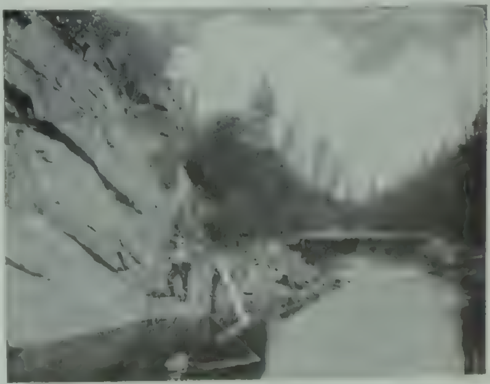
Both species afford such sport as renders bright indeed the memory of long, summer days spent in this beautiful valley.

My fishing experiences nearly ended here; as, one August day, when three of us were driving back from a lake, some twenty-five miles away in the ranges, the horses suddenly bolted down the side of a steep, V-shaped gully, and the whole outfit naturally came to grief at the bottom. Being the only occupant of the back seat of the vehicle, I escaped unhurt; after performing an aerial flight of great beauty, I presently found myself sitting on the hillside, looking down on the scene of the wreck, and things looked nasty. However, though one horse was killed, and both my companions were hurt, one having to be taken to the nearest hospital, it seemed at the time very fortunate that nothing worse had happened.

Among the many waters of Southern British Columbia, rich with the memory of battles lost and won, there is a favourite stream. Rising in lofty mountains to the south of the Fraser, and pursuing its turbulent course not far from the International Line, the Vedder River affords a wonderful variety of sport.

All through the season, silver and rainbow trout, and Dolly Varden charr—the last nearly allied to, if not identical with, the great green charr of the Arctic slope—reaching a great size here, are plentiful. In the spring, the advent of the steelhead, classed by scientists as a trout, but much more closely resembling a salmon, is an occasion of great rejoicing; and in the summer and autumn the great spring salmon himself is ever ready to engage in contest.

Unfortunately, the two latter species and the Dolly Varden seldom take the fly, but to all of these a craftily constructed spinning-bait forms an attraction not to be refused.


PLAYING A GOOD FISH.

In a certain portion of its course, the river is broken up into numerous channels, separated by thickly wooded islands and in favourable seasons, when the flood-borne logs have left these channels more or less in peace, splendid fly-fishing is here to be enjoyed, with silver trout and rainbow as the prize. Below these islands are many deep, most fascinating pools, the homes of steelhead, spring, and charr, and every one the scene of stern encounter

Along the roads and trails beside the river many beautiful fish have travelled the homeward way; only the capture of the best may briefly be recorded here.

One morning, beneath the trees that line the bank of one long dark pool, the fight was fought. A dim, mysterious shape had darted out from the broken water at the head to seize the favourite spoon, and missed it. Given time to recover from this disappointment and to resolve on doing better, as the spoon appeared again, the fish came with a tremendous rush, and this time made no mistake. As a promoter of healthy exercise to the angler, this fish can have had few equals. Tearing up, down, and across the big pool with ungovernable fury, for a long time he was completely master of the situation; then, finding rage of no avail, he had recourse to deceit, and produced a variety of crafty stratagems, winding up with an entirely new and most unpleasant invention of his own, which seemed to consist in repeated attempts to climb the trees on the other side of the river by means of their overhanging branches; and several times I thought he was going to succeed.

AMONG THE RAPIDS.

This was one of the longest fights I can remember; the water was swift and strong, the gaff did not exceed a foot in length, and for the last ten minutes of the struggle I held the fish in exactly the same place, but was quite unable to get him nearer by an inch At last a great roll brought him just within reach, and a moment later he lay upon the bank. A beautiful fresh-run spring salmon, he was greatly to be commended in that he provided so great a fight, and finally pulled the balance down at 21lbs., this weight exceeding by 1lb. that of the best previously taken on a rod in this water.

Thus have died, on the bank of the beautiful river, steelhead and spring, rainbow, charr, and silver trout: some in the narrow channels amongst the wooded islands, where long scrambles over logs and log-jams, through dense bush and under overhanging trees, have been rewarded by a basket rich with spoil; some—and these the most greatly prized—in the deep dark pools below the islands, where many another noble fish has yet to face the stern long fight, that ends in death or life for him, and joy or sorrow to his foe.

(Concluded.)

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Hospitality will be given by the following clubs to members of the Imperial Colonial Club, while the new premises are being prepared for their occupation —Gentlemen, at the Grosvenor Club, 1A, Dover Street, W., and the Empire United Club, 117, Piccadilly, W.; and ladies, at the Ladies Imperial Club, 17, Dover Street, W

THE GRANARY OF THE EMPIRE.

Minister of Agriculture on the Dominion's Great Future.

"Some Economic Aspects of Agriculture in Canada" was the subject of an address delivered by the Hon. Sydney Fisher, Minister of Agriculture, before the Ottawa Canadian Club. "We have in Canada to-day," he said, "an immense agricultural progress. In 1900 the crop value of the agricultural products of Canada was $195,000,000. Ten years later, in 1909, it was $533,000,000. The progress of Eastern Canada has in every way been keeping up with that of the Western country."

The United States, he pointed out, was one of the great wheat producing countries, but in the near future it would probably have to become a food importing, instead of exporting, country. "Then," said Mr. Fisher, "they will have to come to us for their wheat, and the other markets of the world, which to-day count upon the United States, will have to come to Canada, and it is no idle thing to say that Canada in the near future will be, and must be, the granary of the Empire and of a large portion of the world. We have at the present time for this last year in the North-West a production of about $195,000,000 worth of crops in the three Provinces. This was raised on 12,000,000 of acres. Seven millions of those acres were in wheat, and they produced 147,000,000 bushels. What have we in reserve? At the present time it is estimated by the Department of the Interior that the land in the hands of the settlers amounts to about 46,000,000 acres, of which 12,000,000 were cultivated last year, 7,000,000 being in wheat. There are about 32,000,000 acres in the hands of railroads and other corporations and owners, not settlers. There are about 45,000,000 acres surveyed, but still in the hands of the people of Canada, and, roughly speaking, there are probably 90,000,000 acres more of agricultural land still unsurveyed in a general way north of the line of our ordinary surveys. This gives us available 213,000,000 acres in the three Provinces. That is to say, there is available about seven times the amount that last year was in wheat, and if we are able to keep up our average of production we will be able to produce 1,000,000,000 bushels of wheat from the three Prairie Provinces of Manitoba, Saskatchewan, and Alberta, about one and a half times the production of the United States. With our boundless opportunities we will, in the near future, command the markets of the world in agriculture."

ONTARIO'S AGRICULTURAL PROGRESS.

In his speech from the Throne at the opening of the Ontario Legislature, the Hon. J. M. Gibson, the Lieut.-Governor, said, with regard to the agricultural prospects of the Province:—"There is good ground for the belief that there are no better farm lands in Canada than in the clay belt of Ontario, where millions of acres lie waiting the settler. The provincial yield of agricultural products for the year was a fairly good one, and prices were higher than for many years past. The quality of dairy produce was never so good, and in this we now see some of the results of the efforts put forth and instruction provided by the Department of Agriculture. The attendance at the Agricultural College has increased, and the wisdom of the additional appropriation for the Winter Fair at Guelph has been made clear by the increase in attendance and the number of the exhibits. The work of the district representatives of the Agricultural Department assigned to a number of counties in the Province brings the question of instruction directly home to the farmer, and is highly appreciated by the people. During the recess preparations have been in progress for making renewed and additional efforts to induce the immigration of farm labourers and domestic servants, and prospects are good for the coming year."

PEACE AND PLENTY IN NOVA SCOTIA.

In his Presidential address to the Nova Scotia Farmers' Association at New Glasgow, Mr. A. E. McMahon said the past year had been one of peace and plenty. In the Annapolis Valley and other fruit producing counties they had been blessed with a bountiful supply of magnificent fruit, made almost perfect by the proper care and culture of the trees, by the use of means to destroy pests, and last, but not least, the better packing and grading of the fruit. Five co-operative shipping companies had been formed in the Valley, and, judging from what the Inspectors said, great advances had been made in grading and packing. But it seemed to him that Nova Scotia grew too much fruit. The returns did not justify the placing of No. 3 apples on the market, and in his opinion they would realise as much for the "ones" and "twos" as they did for the three grades.

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HELP FOR THE CHURCH IN WESTERN CANADA.

At the annual meeting of the Central Board of Missions, held last week at the Church House, Westminster, the chairman (the Archbishop of York) read a letter from the Archbishop of Canterbury, in which his Grace expressed the wish that some reference should be made to the intention which he and the Archbishop of York entertained of issuing a strong appeal for the work of the Church in Western Canada. "I do not think," the Primate wrote, "there has ever been an occasion of greater urgency, anxiety, and responsibility in the history of our Church beyond the seas."

The Bishop of London then moved

"That, in view of the great urgency of the problem of Church extension in Western Canada, this Board requests the Archbishops of Canterbury and York to issue a special appeal to the Church and nation at home, and promises them its cordial co-operation in any action they may take."

The Bishop said that he wanted Canada to be "British, Christian, and Church." If they did not do something Canada would grow up un-British, un-Christian, and un-Church. The resolution was seconded by the Bishop of Croydon and carried.

Conserving Canada's Natural Resources :

The Work of the New Commission

THE evils of the exploitation of natural resources without a proper regard for their ability to renew themselves are apparent in many countries to-day. It is a matter of history that South Africa, in the middle of the last century, was "alive" with game. Hunters tell of seeing hundreds of thousands of head of many species of animals roaming at will over the bushveld. To-day no one goes to that part of the continent for big game shooting. The United States too, furnishes glaring instances of the manner in which the use of the gifts of Nature has been but another name for wanton destruction. A particularly bad case is that of the immense forests, at one time clothing vast stretches of countryside, which have disappeared owing to the reckless disposal of them to lumbermen, whose principal object in life was to "get rich quick." In the same way, many rich fisheries, for instance, those of the Great Lakes and on the Pacific Coast, have been depleted by continuous catches in and out of season.

THE HON. CLIFFORD SIFTON,
Chairman of the Commission for the Conservation of Natural Resources.

Canada is to-day suffering as the result of the waste and extravagance on the part of her southern neighbour. The American pulp-wood manufacturer, unable to obtain timber in his own country, buys limits in the Dominion and cuts them so extensively that a district is ruined for a space of nearly a century. Yankee operators, according to the report of a Commission which inquired into the fresh-water fisheries of Manitoba and the Western Lakes, control the fisheries in these Provinces, dictating prices, sending the best of the catch to the States, and dumping inferior fish on Canadian markets, thus robbing Canadians of their property in most barefaced fashion. Poaching is indulged in along the shores of the Great Lakes and among the fisheries to which the Maritime Provinces look to provide work for many of their population. In addition, the enormous catches of salmon taken by the American salmon traps on the Pacific Coast are having the effect of depleting the fisheries in Canadian waters, and so stunting an important industry.

Yet it must be admitted that Canada is not altogether blameless in this matter. The buffalo which peopled the prairies have been wiped out, and the beaver—once so prominent in Canadian wild life as to become the emblem of the Dominion—has practically disappeared. Forest lands—once said to be illimitable—are rapidly going, either by reckless cutting or by the action of fire. Even the prairie farmer is wasting natural resources in persisting in the practice of cropping his rich lands with a fine disregard of the principles of rotation and fertilisation, which alone can ensure continued fertility.

In some respects Canada has pulled up in time. The game of the country, which had suffered most, is now strictly preserved, and in many cases is afforded a sanctuary, in which it is absolutely secure from the sportsman. Now a step has been taken which cannot but have a most important effect upon the movement for the conservation of natural resources, at present attracting much attention in the Dominion. This is the creation by the Government of a permanent Commission ordained to collect and tabulate information obtained by travel and investigation of the methods adopted in other countries, and to advise upon the work of conservation in Canada. The personnel of the Commission includes some of the highest authorities upon various branches of scientific work in the Dominion, as well as important public men from every Province. The chairman is the Hon. Clifford Sifton, who has declared himself willing to devote the whole of his time and attention to the work.

With so powerful and scientific an array of experts engaged in investigating and reporting upon the work of conservation throughout the world, and acting in an advisory capacity in the introduction of legislation, there should be every guarantee that those wonderful natural resources which have gained for Canada the reputation of being one of the richest countries of the world, will be used to the best advantage, and with an efficient regard to their preservation for the benefits of future generations.

In his speech at the first meeting of the Commission, Mr. Sifton pointed out that the first great work of the Commission ought to be to make a complete and thorough inventory of Canada's natural resources, so far as available information permits, in order (1) to make information available for public use, and (2) to permit of an intelligent and comprehensive policy of conservation being carried out. In this connection reference was made to the fact that many persons held the view that what Canada wanted at present was not conservation, but development and exploitation. It was not the function of the Commission to stand in the way of development, but to assist it in every possible way.

Going into details regarding the resources needing conservation, Mr. Sifton said that great bodies of mineral known to exist were at present useless, because of the lack of effective methods of treatment. Waste prevailed in the loss of valuable mineral, as at Cobalt, in wasteful methods of mining and in failure to save valuable mineral contents, such as zinc, in British Columbia.

The fisheries were of the utmost importance. Much attention had been given to the subject, but there was ample scope for the efforts of the Commission in assisting to secure the adoption of policies which would more effectively conserve and renew the fish supply.

On the subject of the public health, it was pointed out that, while the Dominion spends great sums on the praiseworthy work of eradicating diseases of animals, similar attention is not given to the diseases of human beings. A sub-committee of the Commission could do most useful work in developing a national plan for dealing with tuberculosis.

The pollution of rivers and streams was getting to be a serious question. The water supply for domestic use, for the promotion of fertility of the soil, for navigation, and for power, was the universally necessary national resource. It, more than any other resource, could be conserved and improved by proper treatment.

The most progressive policy, added Mr. Sifton, on this subject in Canada is the hydro-electric policy of the Government of Ontario, which aimed at giving the people the greatest benefit from the possession of water resources. Further steps in the same direction are necessary.

Discussing the protection of forests, the chairman went on to say that relentless war should be waged against the destruction of forests by fire. No measures can be regarded as too radical and no efforts too laborious to put a stop to it. It must be stopped at any cost. Fertility of soil, regularity and volume of stream flow, climatic moderation, as well as timber supply, depended upon the prevention of fire losses. Great praise was due to the Governments of Ontario and Quebec for taking up the question of protection of forests vigorously. The Ontario fire ranging system is excellent.

In agriculture, concluded Mr. Sifton, Canada had the most important of the bases of national prosperity. The conservation of the fertility of the soil outweighed all other subjects of the class in importance. History showed that the almost uniform course of agriculture over long periods was downward toward decreasing fertility and increasing poverty in the agricultural class. The real strength of the population came from those who till the soil. To sustain their strength and numbers the soil must be preserved in a condition to afford comfortable livelihood. They could not afford to repeat the experience of other countries, particularly the history of the abandonment of farms in the New England States.

A VIEW SHOWING THE DAMAGE DONE BY A FIRE IN A WOODED AREA.

* * *

THE MAPLE LEAF PARTY.

We may remind our readers that the afternoon party, arranged in order to give an opportunity for members of the British Association's meeting at Winnipeg, and ladies who attended the International Council of Women at Toronto last year, to meet under the auspices of the British Women's Emigration Association, and to compare notes and to exhibit pictures and lantern slides, takes place at the Imperial Institute next Wednesday, February 23. All visitors will be welcome. Tickets (2s. each, including tea and admission to the lectures) may be obtained from Miss Mary Williams, 6, Sloane Gardens, London, S.W.

A branch of the Victoria League has been founded at Oxford with Sir William Anson, M.P., as President, and Sir Athelstan Baines as Chairman of the Committee. Among the speakers at the inauguration meeting were the Countess of Jersey and Miss Agnes Deans Cameron.

Newfoundland's Parliament.

THE SMALLEST LEGISLATURE IN THE BRITISH EMPIRE.

By P. T. McGrath. (Special to *Canada*.)

NEWFOUNDLAND enjoys the distinction of being the oldest colony of the British Crown, and also possesses the unique distinction of having the smallest Parliament in the Empire. The Colony is an autonomous appanage of the Motherland that is to say, it has precisely the same ample powers of government as either of the four greater Dominions under the ægis of the Union Jack—Canada, Australia, New Zealand, or South Africa. When the last-mentioned federation is completed, Newfoundland will be the only white peopled, self-governing Province of Greater Britain reserving its political independence, all the rest having joined one federation or the other, and the dependencies peopled by the coloured races being without autonomous powers and being known as "Crown Colonies," where the functions of government are retained in the hands of a Governor and a small Council, who possess all the powers enjoyed by the popularly elected representatives in Newfoundland or the Dominions.

THE PRESENT MEMBERS OF THE NEWFOUNDLAND LEGISLATURE.

In the centre can be seen the Speaker, and on his right is Sir Edward Morris, the Premier. Next to Sir Edward stands the Hon. Robert Watson, the Secretary of State.

The Newfoundland Legislature opened on Wednesday, January 26, and this ceremony may be said to mark the inauguration of a new era in the Colony's history. The Island Parliament consists of two chambers—the Legislative Council, containing 18 members, and the House of Assembly, containing 36. The Councillors are appointed for life, the Government of the day filling vacancies as they arise, and the Assemblymen are elected for a term of four years, the franchise being a manhood suffrage one. The President, as the ruling officer in the Upper House is denominated, receives $240 a year, and the members $120 a year each. In the Assembly the Speaker receives $750, and the members $200, those residing outside the city of St. John's being granted an additional $100 annually, to cover their board and lodging while attending the sessions. These usually occupy from two to three months, and proceedings are conducted in a leisurely manner, the Houses meeting at 3 o'clock in the afternoon, and rarely sitting more than three or four hours, though on an important occasion the work of the Assembly is continued until midnight or later, and there have been occasions when obstructive tactics have prolonged the discussions for forty-eight hours without a break.

The closure is unknown, and a member may speak as long, and as often, as he wishes, on the Committee stage of any measure; while another peculiar feature of the daily routine, surviving alone in Newfoundland, is connected with the presentation of petitions, upon each of which the member presenting it is permitted to speak for five minutes to explain its object. These petitions number some hundreds in the course of a session, and cover every variety of subject appertaining to the industries and communal conditions of the people. In a single sitting one may witness the presentation of petitions for the construction or repair of public roads, bridges, wharves, breakwaters, launchways, hauling places, and similar utilities, for the providing of wells, capstans, ferries, post offices, etc., and for a multitude of similar conveniences. These petitions, having been "laid upon the table," are transmitted to the departments of the public service which have to do with the particular subjects to which the petitions relate, and in due course such relief is afforded to the petitioners as is possible in view of the circumstances of the case

Apart from the city of St. John's, there is no municipal government in Newfoundland, and the Colonial Legislature has to perform all the functions proper to its position as such, as well as those more peculiar to village life. All the services in connection with the maintenance of the Colonial institutions are carried out under the authority of the Legislature, and the appropriations for public works, marine works, schools, finance, and customs, posts and telegraphs public health, etc., are all within the purview of the Parliament

But the work of the Newfoundland Legislators is not confined to domestic problems, great or small. Newfoundland has been for many years past a storm centre of international ferment, by reason of her fishery difficulties with France and with America. The French shore question was a source of bitter and unceasing strife for generations. In bygone days France was granted certain fishing rights on one-third of the Newfoundland coast. As the Colony grew in population and in standing, she wrung legislative concessions from reluctant Imperial Ministers, and established herself as an autonomous Province. Then this French fishery question proved a serious set-back to the progress of the people. Various attempts at a settlement were made, but none succeeded, owing to the stubborn resistance maintained by successive Colonial Parliaments against too lavish concessions to the French, and not until 1904 was this difficulty adjusted. France was then induced to abandon her claims to the seaboard of Newfoundland in return for concessions in Africa, and a cash payment to those of her fishermen who had been operating on the Newfoundland coast.

No sooner was the French shore dispute disposed of than another fishery imbroglio arose with the United States, chiefly over the herring industry conducted by the latter on the west coast of the island. This, they claimed, was warranted by the terms of the Treaty of 1818, that granted inhabitants of the United States certain fishing rights on that seaboard in common with British subjects. The issues are too involved to make it possible to set them out on paper, but the matter has now been submitted to the arbitrament of the Hague Tribunal, before which it will be laid next May, and when the decision of that Tribunal has been recorded it may safely be said

THE LEGISLATIVE COUNCIL, OR UPPER HOUSE.

THE HOUSE OF ASSEMBLY, OR LOWER HOUSE

that Newfoundland will cease to be an international factor for the first time in centuries.

The session which has now opened in the oldest Colony, and which has already been described as marking a new era in the history of the Colony, is the second session under the present administration, that of Hon. Sir Edward Morris, who took office nearly a year ago. His attainment of that position was the outcome of the unique situation created by the General Election in November, 1908, when Sir Robert Bond, the then Premier, and Sir Edward Morris, who led the opposing party, each won eighteen seats in the Lower House. The resulting deadlock was broken by Sir Robert Bond resigning office, refusing to allow a Speaker to be elected, and Sir Edward Morris, who assumed power when his rival stepped out, being granted a dissolution, so that in the second election which ensued, the Morrisites carried twenty-six seats against ten for the Bondites. A session of the newly elected Parliament was at once called in order to pass necessary money bills and enable the public service to be carried on without serious disarrangement, as the votes then in effect expired on June 30, and it was not possible to convene the session until June 1. But it lasted only a fortnight, business being pushed forward rapidly, and the Opposition virtually waiving its right of criticism, so that for all practical purposes the present session may be regarded as the first in which the policy of the Morris Ministry comes up for adequate consideration.

Representative government, or limited autonomy, was granted to Newfoundland in 1832, and the powers of the Legislature were amplified in the completest fashion in 1855. The Parliament endured many vicissitudes in its earlier years, one of the most notable being the seizure by an irate widow of the mace and other insignia of the Assembly, as security for the non-payment of rent for the use of the building in which the session had been held before the Parliament House was built. The Legislature had neglected to provide in the Contingency Bill an amount to cover the rent, and she took this effective method of securing payment, as the members had to subscribe the amount amongst themselves in order to recover possession of the historic "bauble," so that the next session might be properly opened. In more recent times the Sergeant-at-Arms, on one occasion, declined to give up to the Government of the day possession of the mace and other trappings of his authority, until he received a permanent appointment which he had been promised, and it was only at the last moment that the Government surrendered and assented to his commission being made out, whereupon he handed over the articles so much desired

The proceedings of the lower branch of the Colonial Parliament are usually witnessed by large gatherings, and occasionally these become so demonstrative in their feelings of approval or disapproval of individuals or parties, that it becomes necessary at times to clear the galleries, while some twenty years ago, in a period of long-standing depression, a mob burst in the doors, invaded the chamber, and put the Legislators to flight. These times, however, have passed, and no such circumstances are witnessed in modern days in the Smallest Parliament of the Empire.

British Columbia Wants Teachers:

Good Openings for Men and Women from the United Kingdom.

Canada offers a wide field for British teachers. In our last week's issue we furnished particulars regarding the value of British scholastic certificates and prospects in the Province of Alberta. Below we give authoritative information as to the qualifications of teachers in British Columbia. According to the latest advices there is a strong demand for fully-certificated men and women in the schools throughout the Province. British teachers will find the following particulars as to openings and salaries highly suggestive of the prospects of members of their profession in the Dominion.

LAST week we gave an account of the opportunities for British teachers in Alberta, one of the Prairie Provinces of Canada. To complete the series some notice of British Columbia is necessary, and we therefore quote the following passages from an article by the Principal of the Normal School, Vancouver, which appeared in a recent issue of the *Federal Magazine*:—

"The plan adopted in British Columbia for training and certificating teachers may be described as an intermixture of the systems of State and local control. Teachers are not, therefore, considered as Civil Servants in that Province. The applicant for a teacher's certificate must have attained to a certain degree of knowledge before commencing the more strictly professional course of training. This knowledge may be gained in any place or way, but must be tested by the candidate's passing an examination conducted by the Education Department of the Province. . . . On presenting a "non-professional" certificate of knowledge, a "professional" diploma from some duly recognised normal school, and a certificate of good moral character to the Board of Examiners, the applicant will be granted a teacher's certificate if the above diplomas and certificates are found satisfactory. . . . There are four grades of certificates issued—the third-class, which is valid for three years and not renewable; second-class, valid for life; first-class, valid for life; and academic, also valid for life, the last-mentioned *only* entitling the holder to teach in a high school. These certificates correspond in general to the knowledge of the teacher, or rather to the examinations passed in literary subjects. There are only two grades of normal school certificates—'preliminary,' valid for three years from date of issue; and 'advanced,' valid for life.

"The Provincial Normal School is directly supported by the Provincial Government, and is entirely under the control of its officers; hence the granting of certificates of qualification is in the hands of the Government. But the appointment of teachers is left with the local School Trustees. . . . The salary paid to each teacher is also fixed by the Trustees of the District, the Government giving a *per capita* grant varying from £72 to £96 to the Trustee Board for each qualified teacher employed."

The salaries paid to the teacher vary greatly with the district in which he or she is situated, but they range from £8 to £25 a month, while a pupil teacher receives about £6. The highest salary paid, of course, is that of the Superintendent of Education—£40 a month. The cost of living in the Province approximates very closely to that in Great Britain. In the towns and cities a teacher would naturally reside in lodgings, where comfortable board can be obtained at from £4 to £6 a month, though these figures must be slightly increased in the case of some of the mining centres. In the country, where it is the custom to board with some farmer in the district, the cost varies from £3 to £5.

The Hon. J. H. Turner, Agent-General for the Province in London, states that according to the latest advices there is a strong demand for fully certificated teachers. As in the other Provinces, applicants must pass the tests imposed by the Department of Education before practising, but for capable men and women from Great Britain there are good openings in this profession. Such teachers, however, as contemplate settling in the Province would do well to communicate with the head of the Department of Education before going out.

A CLASS IN A CANADIAN PUBLIC [illegible].

TWO OF THE PUPILS.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Earl Grey has received the following telegram from the King

London, Feb. 11.

> I am grieved to hear of my old friend Professor Goldwin Smith's serious accident. Pray give me news and offer him my sympathy.—EDWARD R

* *

The Vice-Chancellor of Oxford University telegraphed last week a message of sympathy to Dr. Goldwin Smith at Toronto, and received the following reply:—"Toronto. Vice-Chancellor, Oxford. Yours just received. Heartfelt thanks. Doctor sanguine."

* *

At the recent Skating Club Masquerade Carnival at Ottawa, Lady Evelyn Grey, daughter of the Governor-General, won the waltzing competition.

* *

General F. W. Benson, C.B., leaves for New York by the *Laurentic* from Liverpool to-day (Saturday) on his way to the West.

* *

Sir James M. Lemoine, the well-known historian of Quebec, has just celebrated his 85th birthday.

* *

Mr. William Mackenzie, who has been in Victoria conferring with the British Columbia Cabinet, expects to leave shortly for England on business connected with the Canadian Northern Railway.

* *

The Canadian Club of Ottawa recently gave a banquet in honour of the Japanese and Chinese Consuls General. The guests included many prominent diplomatists and magnates from Ottawa and other parts of the Dominion.

* *

The retirement is rumoured of the Hon. Clifford Sifton from active politics when the present Parliament has run its course. He will then devote his efforts to the Commission on Conservation of National Resources, of which he is chairman.

* *

The Hon. A. B. Aylesworth has characterised similar rumours in regard to his own retirement as absurd.

* *

Among the arrivals at Liverpool on the *Laurentic* was Mr. Britton Osler, K.C.

* *

The marriage of Mr. Raoul Laurier, nephew of Sir Wilfrid Laurier, to Miss Eugenie de Bellefeuille, daughter of Mr. Charles de Bellefeuille, of St. Eustache, has been announced to take place in the spring.

* *

It is reported that Capt. R. G. Tatlow, who resigned the Portfolio of Finance in the British Columbian Government last year, is to be appointed financial representative of the Province in its dealings with the Canadian Northern Railway.

* *

In recognition of the services of Mr. Arthur Shirley Benn, who contested Battersea in the Conservative interest, it has been decided to open a testimonial subscription list in the constituency.

* *

Mr. Charles Henry Skinner, son of Mr Thomas Skinner, J.P., was married on Tuesday last week at St. Peter's, Eaton Square, to Miss Violet Muriel Furber, daughter of the late Mr. Herbert Furber, of Frinton-on-Sea.

* *

The Royal Geographical Society has awarded the Murchison medal to Professor A. P. Coleman, of Toronto University, for distinguished geological investigation.

* *

Sir Montagu and Lady Allan, who have taken Lord Wimbourne's seat at Richmond, entertained at dinner on Sunday evening at the Ritz Hotel.

Sir Edgar Speyer left last week by the *George Washington* for New York and Canada

* *

At a recent meeting of the directors of Bishop's College School Association, the Rev. W. D. Standfast handed in his resignation of the position of head master of the school.

* *

Dr. Barclay's resignation from the pastorate of St. Paul's Church, Montreal, has been met at the annual meeting of the church by a resolution of regret, and request for reconsideration.

* *

Professor William Lawson Grant, who has recently been appointed to the newly established Chair of Colonial History in Queen's University, Kingston, is the son of the late Principal of that University. His mother's family, the Lawsons, have lived in Halifax since 1750, and Professor Grant himself was born in Halifax in 1872. He was educated at the Kingston Collegiate Institute, Queen's University, and Balliol College, Oxford, besides taking a post-graduate course at the University of Paris. Professor Grant was for a short time on the staff of Upper Canada College, but afterwards came to England, holding the position of Beit Lecturer in Colonial History in Oxford since 1906. He has devoted much time to writing, and among his publications are: "Principal Grant, a Memoir" (in conjunction with Frederick Hamilton); "Canadian Constitutional Development" (in conjunction with H. E. Egerton); "Acts of the Privy Council," Colonial series (in conjunction with J. Munro); and "Samuel de Champlain," in the Original Narratives of American History series.

Photo by] [*Elliott & Fry.*

PROFESSOR W. L. GRANT.
(Who has been appointed to the Chair of Colonial History at Queen's College, Ont.)

* *

Among the departures from Liverpool for St. John, N.B., on the *Empress of Ireland*, are Mr. J. H. Conway, Mrs. W. M. Punter and Miss Vera Punter of Montreal, Mr. A. McTavish Campbell of Toronto, Mr. E. J. Goddard, Dr. and Mrs. J. Hogle of Vancouver, Mr. Avery Smith of Saskatoon, Sask., Mr and Mrs. H. W. Boger of Brandon, Man., and Captain and Mrs. Lefebvre of Valleyfield, P.Q

The wedding took place recently in Ottawa of Miss Aimée Frances Haycock, daughter of Mr and Mrs. R. H. Haycock, and Mr. Thomas Atwood Davies, only son of Sir Louis and Lady Davies

* *

The selection of Rhodes scholars in three Provinces has been announced. Mr. Lloyd Dixon, M.A., has been appointed for New Brunswick, the appointment being made by Mount Allison. He graduated from Mount Allison in 1905, and later took a Ph.D. degree at Harvard. The choice in Nova Scotia has fallen upon Mr. John Erskine Read, B.A., of Dalhousie College, son of Dr. H. H. Read, of Halifax, and nephew of Professor J Gordon MacGregor, of Edinburgh University. Mr. Read was born in Halifax in 1888. On entering Dalhousie College in 1903 he obtained first class distinction and won the Mackenzie Bursary, a valuable prize. Mr. Joseph T. Thorson, of Manitoba College, Winnipeg, has been chosen as the Rhodes scholar of the year for Manitoba.

* *

Mr. W. I. Gear and the Misses Gear, of Montreal, accompanied by Miss Eva Strachan, have left St. John, N.B., for a three months' tour of Europe.

* *

Mrs. Joseph Pope, of Ottawa, with her son, Mr. William Pope, has sailed for England, en route to the south of France, where they will spend the remainder of the winter. During her absence Mr. Pope's residence is being occupied by the Hon. Francis and Mrs. McNachten, of Calgary, who are spending the winter in Ottawa.

* *

Mr. and Mrs. K. N. Macfee, who were recently married in Ottawa, have left for England, via New York.

* *

Mrs. F. Williams Taylor, accompanied by her son, is at present staying at Cimiez.

* *

News has been received of Lord Osborne Beauclerk, heir of the Duke of St. Albans, and Mr. Warburton Pike, the well-known author and explorer, who were reported to have been lost in the Colorado cañon. Mr. Pike is to be the British Columbian representative at the Game Congress at Vienna.

* *

Dr. F. N. G. Starr, of Toronto, the Canadian vice-president on the executive of the British Medical Association, has been asked to represent the surgical section of the association at the big meeting in London in July.

* *

The following Canadians have been elected Fellows of the Royal Colonial Institute:—Mr. Arthur B. Clabon, the Hon. Sydney A. Fisher (Minister of Agriculture), Mr. William J. Gerald (Deputy Minister of Inland Revenue), Lieut.-Colonel Ernest Hudson, F.R.C.S.E. (British Columbia), the Hon. Charles Murphy (Secretary of State), and the Hon. William Templeman (Minister of Inland Revenue).

* *

The freedom of the city of Brandon was recently conferred upon Commissioner Coombs of the Salvation Army.

* *

Mr. D. B. Hanna, of Toronto, Third Vice-President of the Canadian Northern Railway, arrived in England by the *Mauretania* on Tuesday, and is at the Savoy Hotel.

* *

The Hon. Robert Rogers has been appointed acting Premier for the present session of the Manitoba Legislature in the absence of the Hon. R. P. Roblin, who has gone to Hot Springs, Arkansas, for the benefit of his health.

* *

Miss Brenda Taylor left Winnipeg on Monday for Montreal, where she will be the guest of Lady Clouston.

* *

The Hon. A. J. Matheson, Treasurer of the Province of Ontario, on leaving the Parliament buildings, after delivering his annual budget speech, slipped on the snow covered concrete walk and fell, sustaining a serious fracture of his left arm.

* *

Mr. and Mrs. F. Orr Lewis, "Woodhill," Hatfield, left on Monday for a fortnight's visit to Nice.

* *

Miss Adèle Hall has returned to Montreal from London.

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OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada II.

BY WILLIAM BLAYNAY.

THE country lying between Regina and Moose Jaw, along the track of the C.P.R., is, for the most part, level prairie, dotted all over with comfortable-looking farm houses and their attendant buildings. Some forty-two miles separate these, the two largest cities of the Province of Saskatchewan, Moose Jaw claiming still to have the greater population. The C.P.R. is the only line at present running into Moose Jaw, but the Canadian Northern and the Grand Trunk Pacific are both extending their tracks to the city or through it. An argument pretty often heard in Moose Jaw is to the effect that if the city has accomplished so much, and has met with so much prosperity with only one company's lines running through it, what may it not be expected to attain to when the traffic of three companies' railroads is, to some extent, concentrated there.

Moose Jaw lies in a valley and is almost completely surrounded and sheltered by rising ground; for this reason it is warmer here in winter than in Regina, which lies open to and unsheltered from the cold, piercing winds which blow over the prairie. Two rivers known here as "creeks" one the Thunder Creek, the other the Moose Jaw Creek—have their confluence in this valley at Moose Jaw, adding considerably to its picturesqueness and attractive situation.

HOW MOOSE JAW RECEIVED ITS NAME.

There seems to be some doubt as to the exact origin of the name Moose Jaw. One version is that the chief of an Indian tribe, when looking at the bulging valley for the first time, exclaimed: "It is the same shape as the jaw of the moose." Another version has it that Lord Dunsmore, when "on the trail" through this part of the old North-West Territory, repaired a broken cart with the help of a moose's jaw, picked up on the prairie, and some lengths of "shaganappi" (strips of deer hide), for want of a hammer and nails. The Indians, who watched the performance with much curiosity, are said to have afterwards named this spot "the place where the white chief repaired his cart with the jaw of a moose"; and so it remains to this day. I have noticed among some Canadians a desire that all these double-barrelled names of cities and towns in Canada might be changed to something shorter and simpler. In a few cases it has already been done: "Rat Portage" is now Kenora; "Old Leavings" has become Claresholm; Calgary was originally known as "Whiskey Town," and Regina's first name was "Pile o' Bones"; but never may it happen that Moose Jaw, Indian Head, Medicine Hat, Portage la Prairie, Swift Current, and other such descriptive names be dropped in favour of something slightly more economical and utilitarian, but vastly less distinguished and characteristic.

On reaching Moose Jaw one cannot help being struck with the general appearance of the C.P.R. railway station. It is commodious, clean, and well-appointed both inside and outside, which cannot be said of every station in Canada, nor even of those at some of the fairly large cities. What is the earthly use of putting up half-a-dozen notices in waiting-rooms to the effect that "smoking is strictly prohibited," and spitting on the floors is punishable with a fine of $50 (in British Columbia $100), when absolutely no notice is, apparently, ever taken of any breach of these laws? I have from time to time counted men by the dozen smoking in places where smoking is "strictly prohibited," and spitting here, there, and everywhere, goes on incessantly, in spite of the warning notice prominently posted up in public places and buildings, on the street telegraph poles, and in the railway depôts. At the Moose Jaw station a small room is provided for smokers, consequently it is possible for the attendant to keep the general waiting-room a picture of cleanliness, orderliness, and comfort.

A COSMOPOLITAN CROWD

In the cold weather, when the trains through various causes are sometimes hours late, the cosmopolitan crowd which accumulates in the general waiting-room of a Canadian station makes the place almost unbearable to the lover of fresh, pure air. Unwashed, unshaven Scandinavians, Italians, and Galicians mingle with expectorating Chinamen; a silent Doukhobor sits moodily near a group of two or three chattering Hindoos; quiet, reserved Indians, watchful Japs, Icelanders, Finns, and other races, share the limited accommodation with British, Canadian, and American passengers. Nearly all are clothed in a fur or skin coat of some kind, though the origin of some of the furs and skins worn must be extremely curious. They remind me of an expression used by the Legation Constable at Peking, who acted for some time as loot auctioneer to the British forces immediately after the Relief of the Legations in 1900. He knew the names of some of the furs which he had to sell, but was quite ignorant about others; these latter he always dubbed "fur of an unknown animal from Ty-bet!"

The principal street of Moose Jaw runs north from the station. It is well-paved, the concrete side-walks are comfortably wide, and the shops on each side large and well stocked. The general appearance of this street from the railway depôt surprises the stranger, and leads him to think that he is in a very much larger city than is Moose Jaw. There is not, at the present moment, a single unoccupied house in the city; and as much as $1,000,000 has been spent in building operations this year. Four years ago there were 727 children attending the public schools; this year there are 1,566. The city is justly proud of its new High School and the good work accomplished there; in 1905 there were 49 students taking this higher branch of education; this year there are 236.

Moose Jaw is fortunate in being provided with both electric and acetylene light, and numbers amongst its many industries the largest flour mill in the Province, to wit, that of the Saskatchewan [illegible] Mills Co., Ltd., making of the "Robin Hood" brand of flour.

So rapidly is the land in the Moose Jaw Land District (to give it its official title) being taken up that, at the present rate, in two years more there will not be one available homestead. In 1907 there were 4,490 entries for homesteads; in 1908 the total was 14,728; and in eleven months of last year there were 17,440 entries. Four years ago land could be purchased in the district at $2 to $5 per acre; quite recently the school lands at Zealandia averaged $16.60 an acre. Of the settlers located in this district 95 per cent. are English-speaking, and of these about 40 per cent. are Americans; but in all likelihood, in the next year or two, the percentage of settlers from the States will be largely increased. It is a great pity that British settlers do not recognise the advantages of taking up land here, as quickly, and to the same extent, as do the American and the Canadian. Fortunes are still to be made out of the soil of Saskatchewan, and what has been done in that direction by Americans and Canadians is perfectly possible to the British farmer.

IMMIGRANT FARMERS WHO HAVE BEEN SUCCESSFUL.

I was able at Moose Jaw to get absolutely reliable testimony to the complete success of farming in the district.

Mr. J. C. Coe came to the district from Davenport, Iowa, in 1902, and purchased two sections (1,280 acres) of virgin prairie, north-east of Moose Jaw at $7.50 per acre. He soon brought a large portion of this land under cultivation. He has had good crops every year. This year his crop was 16,000 bushels of wheat and 23,000 bushels of oats. He now values his land at $30 per acre, and likes the country, the climate, and the people. The climate he prefers to that of his old home in Iowa.

Mr. Edwin Swenson lives about five miles south-east of Moose Jaw. He came there from the State of Minnesota five years ago, and bought 400 acres of land at $10 per acre. Since that time he has purchased an additional 160 acres, and now crops not less than 300 acres each year. His crops have been good every year. This year he raised 6,000 bushels of wheat and 4,500 bushels of oats. He has 20 horses—14 of which are working horses—and 15 head of cattle. His live stock is worth more than $3,000, and he values his land at $40 per acre. At this figure he has found a purchaser for his farm. He likes the country, the people, and the laws of Canada.

Mr. F. S. Durst came from Lexington, Tennessee, in 1907, and located about twenty miles north-west of Moose Jaw, and ten miles north of the station at Mortlach, with the intention of carrying on an experimental farm. In the spring of 1908 he broke thirty-five acres five inches deep. He harrowed the same thoroughly in the fall of that year, and again in the spring of 1909, and sowed two bushels of White Banner oats per acre. The total yield was 50.30 bushels—an average of over 143 bushels to the acre. He has planted trees and sown seed of trees, and everything is making wonderful growth. His success has made him very enthusiastic in his work.

AN ONTARIO SETTLER'S GOOD FORTUNE.

Mr. J. A. Maharg came to the Moose Jaw district in 1890 from Dufferin County, Ontario. His worldly possessions were all in a "grip." He worked for the first year with a survey party, and that year also took up a quarter section. He bought additional land from time to time at from $4 to $6 per acre, until he had 640 acres. In 1903 he purchased an adjoining quarter section at $20 per acre. His crops have always been good, and he now cultivates about 500 acres each year. His crop this year from the threshing machine amounted to 10,700 bushels of wheat and 5,700 bushels of oats. He had a large crop of vegetables of all kinds and of the very best quality. One field of wheat (summer fallow) of 77 acres yielded 47½ bushels per acre. This was the prize-field of standing grain in the district. Mr. Maharg has 28 horses, 18 of which are working horses, and 40 head of cattle. His live stock he values, at the least, at $5,000, and his farm implements, waggons, harness, etc., at $3,000. He also owns a share in a threshing machine. He has no idea of selling, but he values his land at $50 per acre all round.

These examples of success I have quoted are only a few of the many that have been brought before my notice; the trouble is to find the failures. American farmers are already familiar with all the conditions of soil, climate, cultivation, living, and so forth, prevalent in the southern portion of Western Canada, and are unhandicapped in any way from the very first, but this should not deter the British farmer from making a huge success of farming in this part of the Dominion. Moreover, it is no trouble, and not expensive, for the farmer of the border states of America to take a holiday trip across the boundary and make himself thoroughly acquainted with the quality and character of the different lands for disposal; indeed, the situation of Moose Jaw at the junction of the Soo Line from Chicago, St. Paul, and Minneapolis to Spokane and Portland, with the main C.P.R. line, lends itself as a prominent factor in the American settlement of the district. In addition, from the boundary line, the traveller by the afore-mentioned route and he is nearly always an American is familiarised and impressed with the prosperous towns, villages, and farmhouses adjacent to the track throughout its 395 miles in Southern Saskatchewan. This circumstance has also, undoubtedly, been a strong factor in attracting the American farmer to the district; the pity is that the British farmer is without these facilities and advantages.

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A BRICKYARD NEAR MOOSE JAW.

THE DINING-ROOM IN A PRAIRIE FARMER'S HOME.

EDUCATION IN SASKATCHEWAN: THE COLLEGIATE INSTITUTE AT MOOSE JAW, WHERE 230 PUPILS ARE IN ATTENDANCE.

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A PROSPEROUS SASKATCHEWAN FARMER'S HOMESTEAD

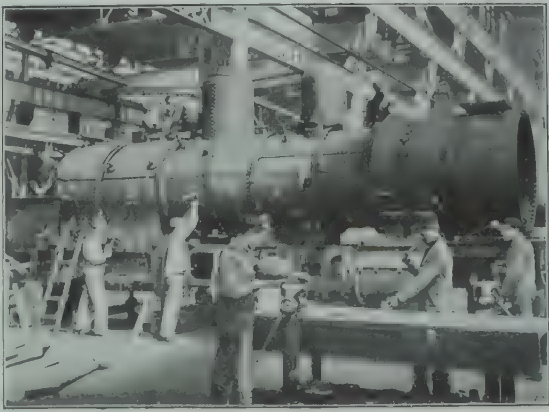
IN THE WEST.

MOOSE JAW EN FETE: THE TRIUMPHAL ARCH BUILT TO WELCOME THE MEMBERS OI THE BRITISH ASSOCIATION WHO VISITED CANADA LAST AUGUST.

The Training of Canadian Railway Engineers.

HOW THE GROWING DEMAND FOR SKILLED LABOUR IS SUPPLIED.

MACHINIST APPRENTICES AT WORK IN THE ERECTING SHOP, MONTREAL.



APPRENTICES WORKING ON A REBUILT ENGINE IN CHARGE OF ONE WHO HAS JUST COMPLETED HIS APPRENTICESHIP.

BEFORE the end of the present year there will be more miles of railway in operation in Canada than there are in the whole of the United Kingdom. Every year thereafter, as the population increases and passenger and freight traffic is developed, more and more locomotives and rolling stock will be used. Even at the present time the supply of native Canadian labour is unequal to the demand of the railway companies. In the machine shops of the principal lines there are many hundreds of men who have worked at Crewe, Swindon, Derby, or one or other of the engineering headquarters of the principal British companies. This article is, however, intended to show the elaborate provision which has been made by one of the great Canadian railways to provide technical education for the rising generation of young Canadians including the sons of immigrants in every detail of the work carried out in connection with the operation of a transcontinental railway. In the columns of *Canada* attention is being constantly drawn to the multitude of the openings for the rising generation which exist in the new country as compared with the old. No better example of the fact can be supplied than by a visit to the machine shops of the Grand Trunk, the Canadian Pacific, the Canadian Northern, and Intercolonial railway systems scattered throughout the Dominion.

A glance at the map of Canada shows that the great railways in the Dominion reckon their mileage of track, not by hundreds, but by thousands. Another glance will show that the tracks of the lines are dotted with towns, and that where there are no lines there are practically no towns; but it must not be supposed that the lines were built only to join up the towns, as in older countries; on the other hand, the towns sprang on the sides of the great trans-continental lines. This is shown by the absence of deviation from the straight except for the sake of overcoming engineering difficulties or to include old existing towns in the route. For the most part the lines run as straight as possible between two points. It is not too much to say that the development of Canada is dependent on are largely due to its wonderful railways. Britons who have had the good fortune to make the trip across Canada come back impressed with the admirable management and organisation of Canadian railways. When you spend some days on board a train, as you do in crossing Canada, you have time to find out whether the line on which you are travelling is well organised or not, and there is never but one opinion about Canadian rail[illegible]

In the early [illegible] of Canadian railways all the rolling stock had to be imported, but to-day, when you look at one of the splendidly appointed trans-continental trains you learn with astonishment that both engines and coaches (or cars, as they are called in Canada) are all Canadian made. To arrive at this state of independence a railway needs highly trained men, and to keep a constant supply of skilled men has been one of the problems which the Canadian railways have to solve.

The Grand Trunk Railway, the pioneer railway of Canada, was the first to think of training its own men. Some years ago a small class for technical education was started by that company for its apprentices. The lads who formed the class soon showed how highly they appreciated the privilege thus offered them. The class grew until from this small beginning there have grown up technical schools maintained by the company in all directions, and to-day there is not a centre of any importance on the Grand Trunk system that has not got its railway technical school.

So successful was the experiment that all the great railways of the North American continent have followed the example of the Grand Trunk Railway, and all have now their own technical schools.

To the Grand Trunk technical schools lads between the ages of fifteen and eighteen are admitted as indentured apprentices. Their course at the schools lasts from four to five years, according to the branch of their trade which they wish to take up. During their apprenticeship the lads are examined each year for promotion, and are paid, according to the years of their service, from \$10 (say £2) to \$17 (£3 10s.) a month. Increase in pay is only given to those who pass the examination. So well trained are the G.T.R. apprentices that it is said that there is not a big railway on the North American Continent that has not one or more of them occupying important posts.

The subjects taught comprise everything from simple arithmetic to higher mathematics, mechanics, machine design, and mechanical drawing, and so well has the course been graded that numerous requests from mechanics' institutes, and even from the largest technical colleges, have been received for complete sets of instruction books.

The entire cost of education at these training schools is borne by the Grand Trunk System, who furnish all the equipment and engage the instructors, who must themselves have had a thorough technical and practical training, so as to enable them to anticipate the needs of the apprentices.

Further encouragement is given to the boys to learn by the large number of prizes given annually, open to competition to all classes on the system, and including free scholarships in engineering at the celebrated McGill University, Montreal, as well as handsome cash prizes.

These prize competitions are held at different centres, to which the best students at the several centres are invited, free transportation, entertainment, and all expenses being borne by the company.

The provision for individual promotions forms one of the strongest features in the system, and serves to keep alive the keenest interest in the classes, as the boys realise that as soon as they arrive at

APPRENTICES AT WORK IN THE AIR BRAKE DEPARTMENT AT STRATFORD.

a certain standard of excellence, increased pay is their reward, and many of the foremost students of political economy see in this system as it is being carried out the future supply of skilled mechanics, master mechanics, superintendents, etc., being carefully husbanded, and an effective solution to the labour problem, namely, the prompt recognition of individual merit.

The annual competitive examination is always conducted by the company's chief draughtsman from Montreal, and takes place at all the large shops along the system. Prizes are awarded to the apprentices obtaining the highest average in their respective years. A keen interest is taken in this examination, which takes the form of a contest between the various shops.

By the form of apprenticeship which has been adopted on the Grand Trunk Railway System all apprentices are indentured to machinist's trade for five years, and to blacksmith's, boilermaker's, or other trades for four years. Five cents per day are deducted from the wages of each apprentice, and the total amount is returned to him at the expiration of his apprenticeship, with an addition of $25 as a bonus if his services have been entirely satisfactory.

The first requisite in employing an apprentice is to know that he is morally, physically, and mentally capable of filling the requirements of a mechanic. To ascertain this the apprentice is required to make his application direct to the master mechanic or the general foreman, and to be not under fifteen or over eighteen years of age. He is required to undergo a medical examination so as to assure the head of the department that he is healthy and likely to be able to follow up the trade after he has completed the term of apprenticeship.

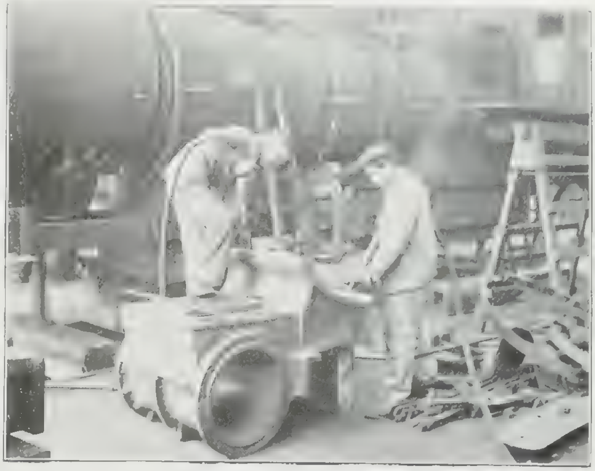
The Grand Trunk Railway has extensive machine shops in Montreal, Toronto, Stratford, and other divisional points. Large shops are now in course of construction at Winnipeg in connection with the Grand Trunk Pacific Railway across the continent, which will reach Prince Rupert, the terminus on the Pacific coast, in 1912, and is already in operation between Fort William on the Great Lakes and Edmonton.

The organisation which has to do with the training of these apprentices to recruit the engineering staff of the Grand Trunk Railway System is under the supervision of Mr. W. D. Robb, the Superintendent of Motive Power, whose headquarters are at the works, and draughting offices of the company at Point St. Charles, Montreal.

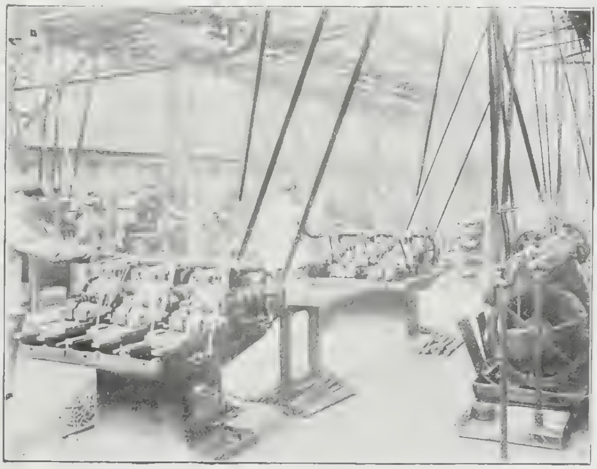
*

The Rev. J. Abbott Winfield, the special delegate for the Province of Prince Edward Island in Great Britain, sails for the Province on April 23, with a party of farmers and their families. All these have purchased, or intend to purchase, farms on arrival.

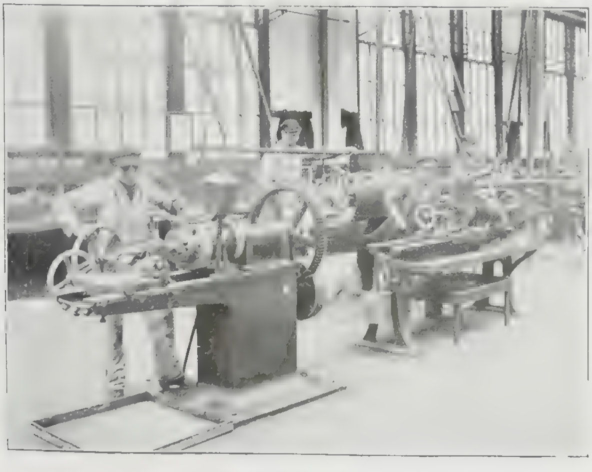
At a meeting held in Montreal for the organisation of the British and Colonial Press Service, Ltd., the following officers were elected:—Mr. Æmilius Jarvis, Toronto, President; Mr. Archibald McGoun, K.C., 1st Vice-President; the Hon. J. D. Rolland, Montreal, 2nd Vice-President; Mr. R. L. Richardsen, Winnipeg, 3rd Vice-President; Mr. J. D. Molson, Montreal, Hon. Treasurer; Mr. M. J. Epstein, Montreal, Managing Director.



APPRENTICES FITTING A NEW CYLINDER AND HALF SADDLE TO A LOCOMOTIVE.



THE BOLT DEPARTMENT AT STRATFORD.



APPRENTICES MAKING BOLTS.

FARM LANDS AND FORESTS.

Speech by the Hon. C. Sifton.

The Hon. Clifford Sifton, Chairman of the Commission for the Conservation of National Resources, speaking at the second annual banquet of the Canadian Lumbermen's Association, held at Ottawa, emphasised the fact that the agricultural lands of the Dominion form the greatest heritage that Canadians have, with due deference to the mineral and forest resources. The agricultural lands were more capable of being conserved for the people and improved. Though the vast areas of land in the West were very attractive, Mr. Sifton pointed out that the lands of the older provinces were yet a great feature. With little increase in population the yields of grain and fruit had increased in Eastern Canada in ten years 75 to 100 per cent. There would be a still greater increase according to the efforts made by the Conservation Commission. He declared that one dollar's worth of agricultural produce was more valuable than an equal value of any other product. Not only did the growing of that dollar's worth mean development in the material sense of the word, but the toil spent upon it, Mr. Sifton stated, produced men—the finest type of men.

The speaker then gave some interesting figures regarding the timber computations of Canada and the United States. At the present moment, he stated, according to bulletins issued by the Forestry Department at Washington, the United States is in possession of 200 billion board feet of marketable timber. "In Canada we have," he stated, "500 billion feet of marketable timber that we know of." Considering the growth of population and other conditions, Mr. Sifton gave figures showing that in twenty-five years the Americans would be completely run out of timber, and then what is left in Canada at that time would not be sufficient to run them for much over five years. He therefore emphasised the great necessity for the conservation of the Canadian timber areas.

Mr. Sifton devoted some time to the discussion of the necessity of introducing means for the fighting of forest fires. This is work that will fall to the hands of the Commission.

The great stretches of undeveloped farming land in the West and in the Eastern Provinces were discussed at some length. In New Ontario there were thousands of acres of land waiting for the farmer-settler. The Hudson Bay railroad, when completed, would open up great stretches for the settler in a portion of Canada hitherto unthought of. Far beyond Prince Albert, to the north, there was a district in which wheat could be grown in as great quantities as further south. He spoke of the vast mineral resources that lie hidden in the earth between Labrador and the Hudson Bay, and the fisheries to be exploited in that big inland sea

The Hon. Wm. Hall Jones, High Commissioner for New Zealand, and Sir Charles Elliott, K.C.S.I., have become Vice-Presidents of the League of the Empire. Lady Fairbairn, the Hon. E. A. Harney, and Mr. E. C. Brown, of Rhodesia, have joined the General Council.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The annual meeting of the Dominion Rifle Association [illegible] February 25.

— The Ontario Artillery Association, at their twenty-fifth annual meeting, elected the following officers: President: Lieut.-Colonel W. O. Tidswell, Hamilton. Vice-presidents: Lieut.-Colonel E. W. Rathbun, Deseronto; Lieut.-Colonel E. W. B. Morrison, D.S.O., Ottawa; Major W. J. Malley, Deseronto; and Captain G. H. Ralston, Port Hope.

Toronto. At the recent opening of the Ontario Legislature the usual precedent was departed from and the debate on the speech from the throne was postponed in order to allow of the immediate introduction by the Premier, Sir James Whitney, of thirty-three Bills which had been amended in committee and had all received their first readings. The speech from the throne, while not forecasting much in the way of public legislation, contained some notable declarations, chief among which may be placed the one dealing with the question of provincial rights in the matter of the power legislation.

— The Province's current expenditure during the past ten months was $7.545.040, according to the public accounts. Besides this, there were payments upon capital account of $1.280.671, in spite of which the Province has a bank balance in its favour of $5,086,285. The current revenue did not meet the current expenditure, the difference on the wrong side amounting to $67.120, due to the change in the fiscal year which was made at the last session. Lands, forests, and mines yielded $2,028.224, as compared with $2.430,429 in the previous year; succession dues, $618.049, as compared with $1.134,898; and taxes on corporations, $719.148, as compared with $695.482.

——The Province of Ontario deported 233 "undesirable persons" during the year 1909, according to the official report on prisons and asylums.

— The Guild of Civic Art has decided to ask the Board of Education to appoint an eminent architect in private practice to supervise the construction of the proposed Technical College building, or to ask for a competition amongst the architects of the Province for plans for the structure. The Guild has also decided to organise a delegation to wait on Sir James Whitney and other members of the Ontario Government to urge a Government grant toward the beautifying of Toronto, the capital of the Province.

— Mr. Joseph E. Thompson, Commissioner of Industries for the city, has resigned.

——The sale of the site for the proposed Stanley Barracks came as a surprise in Toronto, but it is said that there was good reason for the change, as the proposed site would not have been large enough for training purposes.

— Mr. Oliver, the former Mayor, has been elected a director of the Industrial Exhibition Association at the annual meeting in the City Hall. The receipts from the exhibition last year totalled $249.605. Of this amount $156.345 were paid in admission fees. The concessions produced a revenue of $33.380. The expenses last year were $25.000 in excess of the previous year's expenses. Of the large balance of $47,959 over and above the expenditures the city receives $37.959. The remainder of the profits $10.000—as usual, is kept by the association as a reserve fund.

At the inaugural meeting of the Council of the Board of Trade the standing committees for the ensuing year were constituted. The Membership Committee promises to be very active, the new chairman having announced his determination to set a new record for membership, 2.500 being the figure at which he is aiming.

— -The Bill to incorporate the Toronto Central Terminal Company has been rejected by the Railway Committee of the Dominion House of Commons. The measure provided that the company might establish railway lines and every type of terminal works in Toronto, operate hotels, parks, telephone and telegraph lines, transmit power, and make agreements with other companies for the use of its terminal facilities.

London. The Hon. Adam Beck has informed the Water Commissioners that Niagara power will be ready for use in London by July 1 at the latest.

— The city and county have been notified by Dr. R. Bruce-Smith that the Government will withdraw any grant for the maintenance of the London county buildings unless a move is made immediately to improve the sanitary conditions of the gaol.

Hamilton. The City Treasurer has presented his annual statement, showing a surplus from last year of $59.140. The taxes collected amounted to over $38 000 more than was estimated. The Works Committee of the City Council will ask the Board of Control for power to buy an automobile for the Board of Works, Sewers and Waterworks Departments, at a cost of $2,500. Estimates for $336,000 have been passed as follows: -Board of Works, $107.600; street lighting, $40,600; sewers, $11.150; waterworks expense account, $65.250; construction, $94.000; garbage collection, $17.000.

Fort William Preparations are already being made for the Fort William Convention of the Trades and Labour Congress of Canada.

Victoria Harbour. A public meeting was addressed here recently by Mr. H. Bennett, formerly an M.P. A resolution was passed calling upon the Parliament to oppose the reopening of Welland Canal, as the people in the district favour the construction of the Georgian Bay Canal.

Welland In connection with the offer of an English firm of contractors to deepen and widen the Welland Canal, it is announced that to render the financing of the project one of comparative ease to the people of the Dominion, the firm would accept Government guaranteed bonds, extended over a period of thirty years, in payment, the bonds to be redeemable by the Government in equal instalments annually.

Peterborough. -The City Council has decided to reduce the number of hotel licences from eighteen to thirteen.

Kenora. -A dispute is taking place between the Hudson's Bay and Keewatin Companies as to whether the twelve acres of land on which the Corporation has built its power plant is worth $1,800 or $2,000,000.

A Canadian Club has recently been organised in this place.

QUEBEC PROVINCE.

Quebec.—The session of the Legislature promises to begin very late this year. Meanwhile, plans are being prepared for the Government by Mr. J. O. Marchand, architect, of Montreal, and Mr. Tanguay, of Quebec, for the construction of a fireproof library building to contain also the offices of the Public Instruction Department, the Provincial Museum, and a café restaurant, to cost altogether a quarter of a million dollars.

——At a recent meeting of the Board of Directors of the Quebec Builders' Exchange, Mr. E. T. Nesbitt was elected president, and Mr. Emile Côte vice-president, of the Exchange for the ensuing year. year.

—Candidates for the municipal elections were nominated on February 14, and the voting is to take place on the 21st.

Montreal.—The Quebec Association of Land Surveyors has declined to agree to a proposition that uniformity of examinations for the profession should be established, and that men passing them in one place should be free to practise throughout the Empire.

——The Royal Victoria Hospital of Montreal, founded and endowed by Lord Strathcona and Lord Mount Stephen, treated 4,200 patients last year. Its income was $183,000, and its expenditure on administration, etc., $171,000.

——The Royal Edward Hotel Co. has been formed with a capital of $900.000. An hotel facing St. James Street, the reconstructed building until recently occupied by the Rea Company and owned by the Carsley estate, has been bought. The price to be paid by a syndicate backed by Mr. Rodolphe Forget, and arranged by Mr. F. S. McLennan, K.C., is between $660.000 and $670.000. It is proposed to spend $175.000 in the remodelling or practical rebuilding of the present structure, and upwards of $100.000 in furnishing.

——The Yorkshire Insurance Company will erect a ten-storey office building on St. James Street, opposite St. Lawrence Hall, and adjoining the G.T.R. ticket office, at the corner of St. François Xavier Street.

Richmond. Mr. P. S. G. Mackenzie has been elected to the Legislature without opposition. The by-election was made necessary by the appointment of Mr. Mackenzie to the Cabinet.

Grand Grieve. Mr. J. E. Hyman, of Wm. Hyman and Sons, has been re-elected Mayor of this town. Mr. Hyman has served as Mayor of Grand Grieve for twenty years.

NOVA SCOTIA.

(*From Our Own Correspondent.*)

Halifax.

The present unseasonably warm weather is playing havoc with the lumber industry of this Province, and the cut will only be about 60 per cent. of the estimate, according to the opinion of a well known lumberman. The cut for the Province was estimated at over 200,000,000 feet, but owing to the soft weather only about half reached the market. The loss to the Province will be nearly $2,000,000, and the direct loss to the operators will be nearly $1,000,000. Even if cold weather sets in now, the loss cannot be made up, as the cut so far is not up to the average. Operators who have mills in the woods will not fare as badly as those who have long hauls, as they can twitch their logs a short way and convert them into lumber, while those who have long hauls to the rivers will have to wait for frost and snow. Fearing a scarcity, the English and American importers have already advanced prices, and if the present weather continues much longer the men who are fortunate enough to have a supply on hand are sure to make up for the low prices of the past few years.

The organisation meeting of the Halifax Board of Trade has taken place, and the Board officers for the present year are as follows: President, Mr. J. A. Johnson; Vice-Presidents, Messrs. G. E. Faulkner and W. S. Davidson. The Board was incorporated forty four years ago, but was conducted many years before that without incorporation, having been organised in 1750. It is the oldest trade body in America, and has accomplished much during its lengthy career.

News of the Province.

The fifteenth annual meeting of the King's County Board of Trade has been held in Kentville, when the President, Mr. T. H. Morse, of Berwick, gave his annual report. He briefly reviewed the situation in the valley, particularly with reference to the fruit crop, which already compares very favourably with the record crop of 1908,

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

when upwards of 700,000 barrels were exported. Unfortunately for a portion of our growers, and for a larger proportion of speculators, the experience of 1907 had been, to an extent, repeated last year, and the high prices obtained at first had given way to prices as exceptionally low, causing loss to many and disappointment to all. Mr. Morse urged a study of fruit shipping and exporting, as well as fruit growing. It was one thing to have the best fruit, but quite another to find the best market. The other crops of the valley- small fruits, grains, potatoes—had been an average crop. The financial condition of the county was excellent, and business reported good.

At the fifteenth annual meeting of the Dartmouth Board of Trade Mr. C. E. Creighton was returned to the office of President by acclamation.

The new steamer *Aspy* has left Yarmouth for Sydney, where she is to be employed by her owners, the North Shore Steamship Company, in the passenger and freight traffic between that port and Aspy Bay. She is 124ft. over all, 25ft. beam, and 8ft. 6in. hold, and built on up-to-date lines. Her trial trip was held two days before her sailing from Yarmouth, in the teeth of a south-easterly gale, which thoroughly tested her sea qualities. Notwithstanding the unfavourable conditions for making speed, she easily reeled off 12 knots, which is very fast for a boat of her dimensions.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

In a recent week there were filed at the Custom House cargoes for thirty-eight steamships in connection with the winter trade service. These steamships carried away Canadian goods valued at $6,071,982, and foreign goods valued at $1,580,371, making a total of $7,652,353. The total value for the same number of steamers last year was $7,198,745, showing an increase of $453,608. The wheat shipments are 2,183,662 bushels.

A fire which broke out in the Lawrence building in Dock Street recently did damage estimated at $16,000. The losses are only partly covered by insurance, the amount carried on the building and stock being placed at $11,500.

At the City Hall.

The City Council has passed the estimates. There were no amendments to the amounts submitted by the boards, and with the debenture accounts the estimates for the year total $480,227.74. It proposes to expend $80,000 on new streets. The Council will send a Bill to the Legislature to limit the tax rate in St. John to $1.80 for five years. The rate has been advancing rapidly in recent years. Under the new Assessment Act it has been decided that women earning $500 or more a year must pay taxes, and will have a vote in the city elections.

Forestry Association to Meet.

Arrangements are now well under way for the annual convention of the Canadian Forestry Association, which this year will be held at Fredericton, at the invitation of the Government of New Brunswick, upon February 23 and 24. The chair will be taken by the president, Mr. Thomas Southworth, of Toronto, and among those who have already consented to attend and give addresses or papers are: The Hon. Clifford Sifton, chairman of the Commission on Conservation; Dr. B. E. Fernow, Dean of the Forestry Faculty of the University of Toronto; Mr. E. A. Sterling, Forester for the Pennsylvania Railroad; the Hon. Jules Allard, Minister of Lands and Mines, Quebec; and Professor R. B. Miller, head of the Forestry Department of the University of New Brunswick.

Iron Discoveries.

Mr. Volizny, engineer of the Department of Public Works, Ottawa, is at Bathurst, and with a crew of men is now making a thorough survey of the harbour there preparatory to the contemplated improvements on a large scale, which will be commenced early next spring. There has been remarkable activity displayed lately in searches for iron deposits in Douglas County. The efforts of the prospectors have met with great success. On the northern bank of the Tatagouche River a large deposit of hematite iron ore, rivalling in quantity and richness the deposits now owned by the Drummonds on the Nipisiquit, has been discovered at a distance of twenty-six miles from Bathurst. Another valuable deposit on the Mill stream, and another in the Dunlop section, eight miles from Bathurst, bid fair to make Gloucester the richest county in the Maritime Provinces. Immense and rich deposits of limestone in the vicinity of these deposits of iron ore considerably enhance the importance of Bathurst as a smelting centre.

PRINCE EDWARD ISLAND.

At the annual meeting of the Tracadie Cross Farmers' Institute reports showed the institute to be in excellent condition and doing great good among its members. The secretary was requested to open correspondence with the different institutes in the Province in respect to a closer union amongst the institutes.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

Throughout the West the winter has been generally mild and warm. Recently the weather has been so continuously warm that farmers have begun spring activities long before the usual time. Heavy shipments of farm machinery are being rushed into the West, to be in readiness for what promises to be a phenomenally early spring. In Winnipeg the weather has been so warm that the park bears were disturbed in their winter's sleep and awoke to find the sun shining brightly and warmly.

A sweeping judgment in the city's favour has been rendered by Judge Mathews in the action brought against the Winnipeg Electric Company. The judgment decides that the city is entitled to an injunction against the company to restrain it from distributing electricity for light and power purposes within the city of Winnipeg until the company obtains the consent of the city by by-law. This does not prevent the company from using electricity from Lac du Bonnet for driving the street car service, but it does not apply to the company's light and power business. The judgment further grants the city an injunction ordering that the street railway remove from the streets the poles which the company is using for distribution of electricity for light and power purposes, except such poles as are being used for the street car service.

Increased Scope of Publicity Bureau.

The size and scope of the Winnipeg Development and Industrial Bureau will be enlarged, and plans are being worked out to this end by a special committee appointed by the bureau. The plan for enlargement that has been outlined by the committee suggests taking a whole floor in some city block and devoting the space thus secured to a permanent exposition of goods made in Winnipeg, together with a display of the natural resources of Manitoba and of all Western Canada. It is proposed to rent space to exhibitors and to make the project thus self-supporting or nearly so. It is proposed, too, to interest the Manitoba Provincial Government in the project and to have on exhibition a complete display of the agricultural, mineral, and forest products and resources of the Province. Space also may be offered for rent to the other Western Provinces, so that it is quite within the possibilities that there will be set up in Winnipeg a permanent exposition of the products and resources of all Western Canada under the auspices of the Winnipeg Development and Industrial Bureau.

The incursions of rats, which began in the Province about a year ago, is reported to be a nuisance at St. Agathe, twenty-five miles from Winnipeg, and the beasts are migrating closer to the capital.

Mr. W. J. Smith has sold the north-east corner of McDermot Avenue and Gertie Street, with 100 feet frontage on McDermot, at $300 per foot. The name of the purchaser is, however, withheld at present.

The bank clearings in Winnipeg during January showed an increase of $17,000,000 on the corresponding month in 1908.

News of the Province.

Mr. Richard Sylvester, of the Sylvester Manufacturing Company, of Brandon, has arranged to sell to the Canadian Northern thirty feet on Princess Avenue, adjoining the railway hotel site, provided the railway and the city close the deal for the erection of a hotel. The price is to be $14,000, and the lot is 275 feet deep. Mr. Sylvester also has 120 feet frontage on Princess, opposite the City Hall, at $25,000, for which Ald. Ross and other parties are negotiating.

Pioneers from all parts of Portage la Prairie and district enjoyed a thoroughly delightful evening at the Albion Hotel in that place on the occasion of the fourth annual banquet held under the auspices of the Pioneers and Old Timers' Association. About 150 guests gathered around the board, and after partaking of a choice menu, a lengthy and interesting toast list was introduced. The speeches were excellent, and as the old pioneers recounted the stirring reminiscences of their struggles the enthusiasm increased and veteran empire builders applauded and encored the speeches and songs.

The large number of Indians who make their living by fishing and catching furs at Rivermouth, report that both fish and fur-bearing animals are very plentiful and fetch exceedingly high prices this season. Most of these Indians intend to join the others now at Fisher River reserve in the spring.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

At the sessions of the Saskatchewan Legislative Assembly just passed the Game Ordinance was amended in several important respects. The prohibition of Sunday shooting has been made more emphatic, and the open season for chicken has, owing to the rapid decrease in numbers of this game bird, been reduced to the month of October. The close season for beaver has been extended to the year 1915, but power is given the Minister of Agriculture to permit

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the breaking of dams or removal of beaver when they are found to be damaging property. The use of poison for the destruction of fur-bearing animals is forbidden, but this term does not include wolves, and the export of unprime skins is prohibited. A fee of $1 must now be paid for a permit to export a deer head, and a like figure for each shipment of one dozen or less of ducks or geese, and no person may export in one season more than five dozen of such birds. No permits may be granted for export of dead prairie chicken or other grouse. A new schedule of licences to shoot has been made, and the provision for the issue of permits for guests has been repealed. The penalties for contraventions of the Game Ordinance now range from a minimum of $10 to $300 and costs, according to the nature of the offence. The most important amendment, however, is the setting apart of the Dominion Forest Reserves, known as the Beaver Hills, the Pines, the Moose Mountain, and the Porcupine Reserves as game refuges, where the carrying of guns or hunting and trapping at any time are forbidden.

Agricultural Society Convenes.

The Agricultural Societies' Convention has been held here, the Hon. W. R. Motherwell, Minister of Agriculture, occupying the chair. Addressing the meeting, Mr. Motherwell said that extension work was part and parcel of the work of an agricultural college, but in Saskatchewan it had been undertaken even before the college had been thought of, and now that the college was a fact this work would be pushed with even greater vigour than in the past. Mr. James Murray, Superintendent of the Dominion Experimental Farm at Brandon, presented the first paper of the convention, the subject being the functions of an agricultural society. This was a very able presentation of the part societies might play in agricultural education. He was pleased to see that the college had a farm large enough to permit of demonstration work as well as experiments. The actual demonstration that a certain crop could be grown was worth 100 lectures on the theory of growing it. By what organisation should demonstration work with field crops be carried on if not by a society whose membership comprised all the farmers of a district, since demonstrations at a college or experimental farm were in most cases of purely local value?

News of the Province.

Settlement in the Province of Saskatchewan during 1909 has been on a large scale, the district between Moose Jaw and the boundary line being the section of country most favoured by the new-comers. The total number of homestead entries in this district was no less than 18,536, as against 14,728 in the previous year. There is every indication that the present year will witness a huge addition to the settlers in this region, who are taking up their land in anticipation of the construction of a new line which is to be extended from Weyburn parallel with the main line of the Canadian Pacific Railway as far as Lethbridge. Only five years ago people thought this district of little use other than for stock-raising purposes, but the incoming American settlers, with their previous experience across the line, decided in the opposite sense, and crops have been raised there successfully, which throw into shade some of the most fertile sections of the Saskatchewan Valley to the north. Similarly, around Lethbridge, the test of experience is giving like results. Twenty-one townships were thrown open late last year for homestead entry, and 1,100 homesteads were promptly applied for, the land office being positively besieged for several days in advance with crowds of homesteaders anxious to record their respective selections. There is a huge area of land in both districts still available.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton

At a recent meeting of representatives from the Edmonton and Strathcona Councils a final agreement was reached with regard to the proposed high-level bridge between the two cities, which has long been a vexed question. The terms are a grant of $50,000 from Strathcona, which is in return to receive the same fare as Edmonton for the street railway after completion of the bridge.

Basing their action on the Dominion statute, which provides that no man or company can cut timber from a timber limit exceeding 160 acres, the Dominion Government has refused a permit to the Empire Supply Company, of Edmonton, contractors for the supply of the ties and bridge timber on the Alberta and Great Waterways Railway, to cut timber along the right of way for such purposes, and, further, has threatened a fine of $3 for every tree cut, thereby entirely blocking progress on this work for the time being, and consequently on the construction of the line. Contracts for the supply of steel rails have been let to eastern firms by Dr. Wadell, chief engineer of the company.

Legal Faculty for the University.

An important decision affecting the University of Alberta and the Law Society of the Province has been reached at a meeting of the benchers in Edmonton, when it was resolved that the University should be authorised to conduct the examinations in law hitherto held by the Law Society and to establish a course in legal training which would obviate the necessity of students-at-law going outside the Province to take their lectures. A committee, consisting of Mr. James Muir, K.C., of Calgary, President of the society; Mr. George W. Green, of Red Deer; and Mr. O. M. Biggar, of Edmonton, was appointed to confer with the Senate of the University in the arrangement of the details of the scheme, which will be submitted to the members of the Alberta Bar for their approval at the next convention, which will be held in Red Deer.

News of the Province.

Under the supervision of Professor Elliott, the influence of the Canadian Pacific Supply Farm at Strathmore in Bow Valley is equal to that of an agricultural college. At present the dairy herd consists of sixty registered Holsteins, and in a month the number will be increased, and an automatic milking plant will be installed. A large area of the farm was last year used as a garden, and vegetables were supplied to the hotel and dining car department. Both these departments are now securing their milk, cream, and eggs from this farm. When the poultry department is thoroughly organised, broilers, roasters, and capons will also be supplied. The annual report shows that last year over $25,000 was expended upon buildings, creamery plant, and equipment, all buildings being lighted with electricity.

Representatives of the creamery interests of the Province have just held a very successful convention in Red Deer, where the first provincial experiment in the consolidation of rural schools will be made, the principle having been endorsed by the recent convention of the farmers of Alberta.

BRITISH COLUMBIA.

Victoria.—The Forestry Commission's interim report recommends an amendment to provide that special timber licences shall be renewable from year to year.

——The Victoria Transfer Company are placing an order with a big firm for six of the newest and most commodious type of taxicabs, and a supplementary order for four extra taxicabs will likely follow.

—Mr. Griffith R. Hughes, actuary, has been commissioned by the Mayor to make a complete and exhaustive investigation into the methods of transacting the financial affairs of the city, and Mr. Hughes, or someone acting under his instructions, will enter upon this duty almost immediately.

—The Vancouver Island Development League will go to the Provincial Government with a plan for land clearing, claiming that it is the work of the Government to set about land clearing for the help of settlers. The plan proposed is on the lines of offering help to farmers, they, when the work is completed, to reimburse the Government by payments extending over a period of years.

——The City Council has decided to appoint a solicitor, with quarters at the City Hall, who shall devote the whole of his time and services to the city.

Vancouver.—Mr. W. L. Painter, of Montreal, Chief Architect of the Canadian Pacific Railway, has arrived in the city to supervise the reconstruction of the Hotel Vancouver. The work is expected to take five years, as the building is to be made the largest and most elaborate of that company's system of hostelries.

Point Grey.—The electors of Point Grey have rejected the proposal to join the city of Vancouver.

New Westminster.—The Fraser River Mills are gradually installing electric power in their large plant at New Westminster, and there is a possibility that some time in the future electric power will almost, if not entirely, replace steam as motive power. A carload of twenty-two motors was recently received to be installed in various parts of the plant when the mills resumed operations, after being shut down since December 23. There are plenty of logs on hand, and work will be continued throughout the remainder of the winter. Arrangements are being made for the erection of a new church and school at the mills.

——The first rolling-stock for the equipment of the sixty-two mile division of the British Columbia Electric Railway Company's system, which will operate between New Westminster and Chilliwack, arrived in the city a short time ago from a car-shop in St. Louis. The shipment consists of two fully-equipped passenger cars and two cars designed to be used as trailers for the carriage of express and freight.

Cranbrook.—The annual meeting of the Mountain Lumber Manufacturers' Association has been held in Cranbrook. All last year's officers were re-elected.

Nelson. The fifth annual convention of the Corporation of British Columbia Land Surveyors was held in Nelson, at the Board of Trade Rooms. The Corporation generally is in a flourishing condition, and its membership roll contains the names of 142 practising land surveyors.

Stewart. A strike of native silver has been made at the Portland Camp, said to be almost as rich as the famous Cobalt silver camp. Native silver was encountered in a ledge being followed on the George E. claim, in the group owned by the Stewart Mining and Development Company. The ledge becomes even more rich the further and deeper it is uncovered, and shows signs of continuing for a considerable distance.

British Columbian Mayors

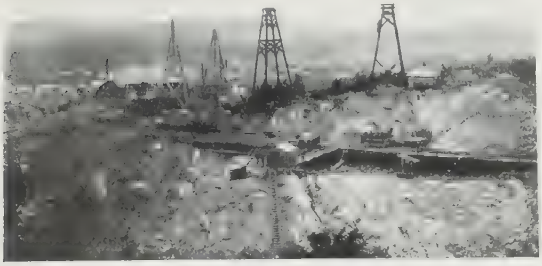
The following Mayors have been elected: -Nelson: Mr. Harold Selous; Vernon: H. W. Husband; Nanaimo: Alderman A. E. Planta; Kamloops: Mr. J. T. Robinson; Rossland: Mr. John Martin; Kaslo: Mr. J. W. Power; Grand Forks: Mr. Fred Clark.

ASBESTOS MINING IN QUEBEC:

The Development of an —Important Industry.—

IN view of the recent amalgamation of asbestos mining and manufacturing concerns under the name of the Amalgamated Asbestos Company special interest at present attaches to the enormous deposits of that mineral which exist in the Eastern townships of Quebec. Mr. Alexander Gray, the Canadian mining expert, has contributed a valuable article upon this mineral to the *Mining World*, Chicago, in the course of which he says

"Geologically, geographically, and economically the asbestos industry of Quebec possesses advantages denied to each and all other similar occurrences. Italy, Wyoming, South Africa, Russia, North Australia, and one or two islands in the Mediterranean have reported and exported asbestos, but the chrysotiles of the townships of Thetford and Coleraine, and in smaller degree of the Danville district in Quebec Province, are conceded to be the assured source of what is destined to be an industrial utility in rapidly increasing volume. Every condition essential to cheaply mining, milling, and transporting the fibrous incombustible material is present. There is tonnage and quality. Those who realised this have been enriched for their patience. Those who have undertaken the further enlargement of markets and who firmly believe demand will more than keep pace with the supply, however much they may increase it, as they propose, have capitalised the opportunity at what the average Canadian never supposed it to be worth Within the past few years what previously was being mined and marketed on a *dolce far niente* basis has been taken hold of by influential financiers. The individual in succeeded by the corporation. In 1909 the industry attained to its inevitable importance by being organised, and now it is capitalised or held at about $40.000.000. One corporation, the predominant factor in the asbestos area, the Amalgamated Asbestos Corporation, is capitalised at $25,000.000, of which $17.500.000 is issued, $7.500.000 in 5 per cent. bonds, $1,875,000 in 7 per cent. cumulative preference shares, and $8,125,000 in common.



DERRICKS AND TRACKS AT AN AMALGAMATED ASBESTOS CO.'S PIT.
The Pit is 1,500 ft. by 700 ft. in superficial extent.

"It is intimated that the Amalgamated Asbestos Corporation is a monopoly to all intents and purposes. Granted that it is qualifiedly so, and that its organisation is being perfected at every distributing centre, it is apparent that the propaganda for the more diversified use of the fibre is not for the individual who began the quest for "crude," the longer fibre, and overlooked the most potential element in the Quebec Serpentine—the extensive areas of milling rock which crushers, cyclone mills, jigs, and conveyors have made the real strength of the industry. The individual could not spread himself over enough territory to convince mechanical engineers and construction chiefs that asbestos is a natural necessity. The compound engine, the high-pressure era, made the job too much for the pioneer, and 1909 witnessed the universal movement by which it is intended to educate as well as to cultivate manufacturing trades in the superior features of this comparatively inexpensive inorganic substance.

"The report of the Secretary of State for Canada for the fiscal year 1908-9, presented a few days ago to the Dominion Parliament, offers a contrast in point. It does not bear directly upon asbestos Analogously it emphasises the relationship of the industrial development of 1909-10 to the incorporations the year previous. In all, letters patent were granted to 366 applicants, the capital provided for being $119.324.000. Increases in the capital stock of existing corporations totalled $72.293.000. In 1909 alone the capital of the asbestos concerns created amounted to $35.000.000, or about that. With the exception of the Amalgamated Asbestos Corporation, the industry does not evidence expansion in corresponding ratio Latterly markets have improved and the tendency of prices is upward, but the disposition of the controlling company is to create normal conditions rather than to encourage rivalries and speculative promotions in asbestos lands, of which there are few unattached. The King, British-Canadian, Bell, Beaver and Standard of the Amalgamated, the Johnson (privately owned), and the small portion owned by the Jacobs-Davis Company constitute the pick of the Thetford-Black Lake country thus far demonstrated. These have their quarries and workings in shape—the others are in the making At East Broughton and vicinity there are isolated areas of milling rock. With the trade encouraged and no undue advantages given to consumers, markets ought not to be disturbed. At present the Amalgamated is shipping about 70 per cent. of all the asbestos The largest manufacturers in the states are shareholders in it, but cannot influence the policy for obvious reasons. Three million dollars was paid the King Company last year before it could be absorbed, and its pit or quarry is so uniform over the entire working faces that the percentage of waste is insignificant. Of the total tonnage raised only 5 per cent. is discarded. This from a pit a quarter of a mile long, a seventh of a mile wide, and not yet 200ft in depth, after having been worked for almost thirty years, is a notice to adventurers seeking share-market asbestos propositions that the King is the King. Moreover, not 2 per cent. of the King proved section a section that is well worth a visit from all seeking enlightenment as to what an asbestos mine is has been mined, and that to a comparatively shallow depth, considering that there is no issue dependent upon possible impoverishments at depth

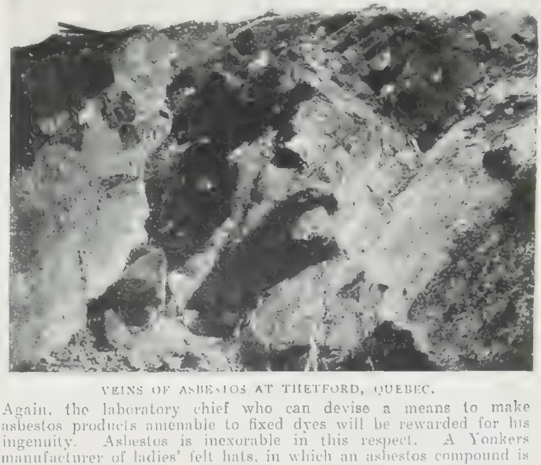
"The Pennsylvania owners of the Bell have more than a working agreement with the Amalgamated. Their pit is another century plant, in that it is 800ft. long, 400ft. across, and about 225ft. deep Those are the dimensions of the open workings. During 1908 galleries were driven at three levels around the pit, though some distance from it, so that inclement winter weather cannot interrupt operations. For the King products the finest qualities, bringing the highest prices—the demand is greater at the moment than the supply. At the Beaver enlargements of plant and the opening out of very fine asbestos-bearing rock will result in an increased output. The Johnson—one of the independent and really meritorious areas has a larger percentage of crude than many of the others, being in the King zone. Here personal control is exercised and the wealth accumulated minimises the incentive for aggressiveness

"'Our great market is in the States,' said R. H. Martin, general manager for the Amalgamated, in discussing the asbestos situation the other day. 'American manufacturers have awakened to the varied uses of the material, and we have only begun to find our markets.' The value of the annual output has grown from less than $25,000 in 1880 to over $2,573,000 in 1908, and about the same in 1909, so that next to coal this is now one of the most important non-metallic mineral products in Canada. That is the prefatory statement of Mr. McLeish, the statistician. There is more to it than this general comment. Canada can produce asbestos and put it in its best market for less than what other smaller fields have to pay for long hauls to limited markets. So long as American necessity precludes the imposition of a tariff on manufactured asbestos, the Quebec industry is immune from serious competition. The world's production and the advance in prices bespeak the strength of the Canadian industry:

WORLD'S PRODUCTION—1902-1903—IN METRIC TONS.

	1902.	1903.	1904.	1905.	1906.	1907.	1908.
Canada	27.414	28.240	32.306	45.967	55.122	56,364	60.372
United States	912	805	1.343	2.820	1.538	592	840
Russia	4,507	5.624	7,502	7.266	9,201	9.356	—
South Africa	41	276	373	454	473	548	1,605
Cyprus	—	—	—	—	19	89	—

"Nowhere has there been found a fibre comparable for its accumulating uses with that taken from the Thetford and Black Lake mines. Russia and Finland have asbestos, but there climatic and economic hindrances are almost insuperable. At the same time, it is suitable for slates and shingles it is unfit for spinning or being worked into the forms necessary in the mechanical arts and textile trades. So far there is but one slight defect in the Canadian material. The scientist who can eliminate the traces of magnetite in the chrysotile may find a fortune upon application and demonstration.



VEINS OF ASBESTOS AT THETFORD, QUEBEC.

Again, the laboratory chief who can devise a means to make asbestos products amenable to fixed dyes will be rewarded for his ingenuity. Asbestos is inexorable in this respect. A Yonkers manufacturer of ladies' felt hats, in which an asbestos compound is used, discovered that to his temporary disgust and permanent profit. He plunged one of his prize shapes in a dye of the desired hue, when lo! it emerged a spotted novelty, not brilliant but unique The latest and most inviting field pre empted by asbestos is in connection with brake bands for automobiles. When it is considered that there are 275.000 cars owned privately in the States, and that there will be 200.000 more in 1910, the development is a good argument for asbestos. In the textile trades, asbestos fireproof fabrics now constitute an important factor."

The Subscription List will close on or before. 18th February, 1910.

DOMINION OF CANADA.

CITY OF MONTREAL.

Offer of £123,200 4½ per cent. (Town of St. Louis) Bonds of £100 each,

Due 15th July, 1949.

ISSUE PRICE, £109 PER CENT.

Yield, allowing for redemption, slightly over 4 per cent

Interest will be paid by coupons half-yearly on the 15th January and 15th July. A coupon for three months' interest, payable 15th July, 1910, will be attached to the Bonds. Principal and interest will be paid at the Bank of Montreal, either in London in sterling, or at holders' option in Montreal or New York at the rate of $486.66⅔ per Bond and $10.95 per coupon.

The Bank of Montreal, 47, Threadneedle Street, London, E.C., on behalf of the purchasers, offers for subscription the Bonds described above at the price of £109 per Bond payable:—

£ 5	per cent. on	Application.
£34	,, ,,	February 23, 1910.
£45	,, ,,	March 14, 1910.
£25	,, ,,	May 6, 1910.

£lre

Payment in full may be made on any instalment date under discount at the rate of 3 per cent. per annum.

The Bonds are created under the authority of the Statute of the Province of Quebec, 9 Edward VII., Chapter 88, and resolutions of the Council of the Town of St. Louis. The Town having been annexed to the City of Montreal, the Bonds are an obligation, and rank equally with the other general debt, of that City.

The following information as to the City of Montreal is furnished by the City Treasurer as on the 31st December, 1909:—

			At par of exchange
1.	Debt (inclusive of present issue)	$40,000,000 =	£8,219,178
2.	Taxable Real Estate	$261,000,000 =	£53,630,137
3.	Property exempt from Taxation	$68,000,000 =	£13,972,603
4.	Waterworks and other properties owned by the City (included in above-mentioned $68,000,000) ...	$15,000,000 =	£3,082,192
5.	Revenue	$5,983,781 =	£1,229,544

6. Rate of taxation 1 per cent. for City purposes. School Tax—50 cents. for Protestants, and 40 cents. for Catholics.

7. Population about 400,000.

A Specimen Bond may be seen at the office of Messrs. Bischoff Dodgson Coxe Bompas and Bischoff, 4, Great Winchester Street, London, E.C.

Applications on the accompanying form should be lodged with the Bank of Montreal, 47, Threadneedle Street, London, E.C., together with a deposit of £5 for each Bond applied for.

The Bonds will be issued in due course in exchange for Allotment Letters with Instalment Receipts completed.

Failure to pay any instalment when due will render previous payments liable to forfeiture, or at the option of the Bankers interest on the amount overdue at the rate of 5 per cent. per annum may be charged. In case of partial allotment the balance of the deposit will be applied towards the instalment due February 23, 1910.

Application will be made in due course for an Official quotation of the Bonds on the London Stock Exchange.

Prospectuses and Forms of Application may be obtained from the Bank of Montreal, 47, Threadneedle Street, London, E.C., or from Messrs. J. and A. Scrimgeour, Southsea House, Threadneedle Street, London, E.C.

London, February 16, 1910.

A CANADIAN ECONOMIST ON BANKING AND INSURANCE.

Dr. J. Beattie Crozier, the well known Canadian economist, author of "Civilisation and Progress," "The History of Intellectual Development," and "The Wheel of Wealth," contributes to the current number of the *Financial Review of Reviews* the first of an important series of articles, to be afterwards published in book form, on "The First Principles of Investment."

Dealing with banks and insurance companies, Dr. Crozier says, in summing up the various considerations of relative advantages and risks:—"Up to the present day banks have a higher natural safety, stability, and yield than insurance companies, owing to the greater closeness with which they lie to their money basis at every stage of their transactions, to the greater reliability with which the Law of Probabilities can be applied to them, and to the shorter time in which their cash assets are out of their immediate tangible possession. But in spite of all of this, it is still an open question whether *in the future* the freedom which insurance companies enjoy in the range of choice of their investments, but which is denied to the banks, may not result in incomes from that source alone so much larger than those of the banks (and, under the auspices of the new science of the Geographical Distribution of Capital, equally safe) as to form a second line of reserve, as it were, which will more than cover the greater unavoidable risk to which the insurance companies must always be exposed. But if this be not enough to transfer the balance of advantage to the insurance companies, it will probably be made up by the lessening of risk due to the greater field covered by them in the future, to their greater combination for the sharing of risks, and to the progressive perfecting of the tables of chances on which the Law of Probabilities will be able to work. From all of which complication of considerations the reader will see how difficult it is to determine scientifically the relatve status for the future of banks and insurance companies respectively. At the present time it is probable that banks, in Great Britain at least, are the more steady, safe, and reliable investments of the two."

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"THE MINING MANUAL" FOR 1910.

That important financial year-book, *The Mining Manual*, which attains its twenty-fourth issue in the present volume, has again made its appearance, with full information regarding the work of every branch of mining enterprise in all parts of the world during 1909. In addition to a complete record of official data, the last balance sheet of a company is analysed—always a welcome help—while the dividends from inception are given, as are ore reserve figures, borehole results, description of plant, and any other information which is of service. In the case of a finance company all the holdings, where available, are set out in tabular form, thus admitting of easy comparison from year to year.

Mr. Walter R. Skinner, the compiler, points out in his lengthy preface, which is, indeed, an excellent resumé of the mining operations of the year, that "In spite of amalgamations the number of companies dealt with has actually increased, thanks to the inclusion of a number of companies which are often considered outside the range of similar books of reference." No alteration has been effected in the leading features of the work, amongst which is a full alphabetical index, allowing a reference to any particular company with the least possible delay. By means of this index touch is kept with many companies which have either been merged, or, whilst still existing, have to a great extent ceased activity. *The Mining Manual* now endeavours to keep in touch with a company from its formation until it ceases to exist, and the result of this extended use of the index is seen in the circumstance that while particulars are supplied of 3,600 companies in the body of the work, the index, with its reference to earlier volumes and cross references, refers to 5,277 companies. The information set forth is classified into three sections—Australasian, African, and Miscellaneous, covering 1,095 pages. The present issue contains particulars of 3,600 companies, of which 430 are Australasian, 1,030 African, and 2,140 miscellaneous. As in previous issues, alphabetical lists of mining directors and secretaries and a dictionary of mining terms are included. These are supplemented by a list of engineers and mine managers, and their addresses, also the names of the companies with which they are connected.

The Cobalt mines come under the list of "miscellaneous," and of these Mr. Skinner says:—"The shares of a few companies operating in the silver field of Cobat, Canada, have been introduced on this side, but not with great success. Canadian and American controlled companies are not popular with British investors, who evidently appreciate that there is little chance of a rise in silver.

Among other useful items are the highest and lowest prices for the four previous years in regard to many companies—a very useful record. The latest prices quoted are those ruling on January 14.

Mr. Skinner is to be congratulated upon having again produced a most valuable reference book, which has every claim to be called "the standard reference work on mines." and one which is indispensable to everyone interested in any way whatever with mining concerns throughout the world.

The price of the book is 15s., and it is published at 11-12, Clement's Lane, E.C.

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FINANCIAL ITEMS.

The Bank of Nova Scotia.—Mr. H. A. Richardson has been appointed general manager of the Bank of Nova Scotia.

Business Announcement.—Messrs. Sperling and Co. announce that their address is now Basildon House, Moorgate Street, London, E.C.

Canada Life Assurance Co.—The following results of last year's operations are announced:—New business amounts to £2,083,400, an increase of over £54,000; income reached £1,168,900, an increase of nearly £52,000; assets now amount to £8,154,400; an increase of over £610,000; surplus earned in 1909, £246,370; assurances in force with and without profits, £25,626,300.

Canadian Pacific Railway.—At a meeting of the board, held in Montreal on Monday, dividends of 2 per cent. on the preference stock and 3 per cent. on the common stock were declared for the half-year ended December 31, payable on April 1 next. It was also decided that at the same time a further sum equal to ½ per cent. be paid on the common stock out of the interest on the proceeds of land sales. After payment of working expenses, fixed charges, and dividends now declared there is a surplus for the half-year of $10,611,917.

Beyer, Peacock and Co.—The directors in their report for the year ended December 31, 1909, state that the profit on the trading for the year amounted to £82,254. The amount brought forward was £6,358. To this must be added, after allowing for interest on the debenture stock and reserve for depreciation, the net profit on revenue shown in the accounts of £49,664 (against £57,606 last year), leaving £56,023 for disposal. Deducting from this sum £16,500 paid in dividends, a balance is left of £39,523. The directors recommend applying this balance to the payment of a dividend at the rate of 7½ per cent. for the year ended December 31, 1909, on the ordinary shares, free of income-tax, absorbing £15,000, placing £10,000 to reserve fund, and leaving £14,523 to be carried forward.

Anglo-Canadian Finance Co.—The profit for the year ended December 31 amounted to £7,666, to which has to be added £417 brought forward. After placing 10 per cent. to reserve and providing for the cumulative 6 per cent. dividend on the ordinary shares and the percentage due to the directors, there remains £5,520. The directors propose to place £2,233 to reserve (making it £16,000), to distribute a further 3 per cent. dividend on the ordinary shares (making a total of 9 per cent.), and approximately 1s. 5d. per share on the deferred shares. A balance of £827 is carried forward.

FOUR PER CENT. DEBENTURES.
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY.
Subscribed Capital, £513,698. Paid-up Capital £308,219.
Reserve Fund, £256,849. Total Assets, £1,770,803.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain.
144, St. Vincent Street, Glasgow.

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

Toronto, Wednesday.

It is reported that an offering of Hillcrest Colleries securities will likely be made shortly. Another rumour has it that a merger of a number of cereal mills in Ontario is being discussed, and that the proposition is sufficiently advanced to justify the belief that it will be carried through shortly. From another quarter comes a report that a merger of Canadian canning companies is under consideration. The possibility of a merger of all the steel companies on the lines of the N.S. Steel Trust is still under discussion. Mr. H. M. Whitney, on his recent visit to Montreal, said that "such a combination would result in the economies already effected by the huge corporation in the neighbouring Republic." The presence of a number of American financiers in Montreal identified with the rubber industry has caused a good deal of gossip, and it was believed that an international rubber trust, which would control the American and Canadian rubber trade was contemplated. Denials of this rumour were promptly forthcoming, but the fact remains that rubber is selling at nearly par, although it only pays 4 per cent. per annum. The opinion is generally held that in spite of the denials an important announcement with regard to rubber may be anticipated at an early date.

Shawinigan Power Figures.

The statement presented at the annual meeting shows how rapid has been the progress made by this company. The gross earnings, which for 1906 were $357,147, have advanced to $819,171 for the past year. Operating expenses were $118,048, bond interest $379,816, and net revenue $371,306. Many important extensions have been made during the year. No reference was made at the meeting to the merger which has been so much talked about the last month or two.

Royal Bank of Canada.

As a result of the increase in the dividend the price of Royal Bank stock advanced to 235, at which the yield works out at nearly 4¾ per cent. In view of this increase the present price is very attractive, and a further advance in the quotation for Royal Bank stock is certainly justified.

Canadian Issues and the London Market.

It is stated that it is likely that $1,000,000 of Molson's Bank stock will be shortly offered in London through the firm of Sperling and Co., at $200 a share. This matter has been under consideration for some time past, but it is believed that the negotiations have now been completed. Another probable early issue in London is being talked about. It is understood that the same interests, who were successful in placing a large block of Dominion Textile Common stock in London, are arranging to offer a substantial portion of Penman's Common stock to the British investor. Reference has been made in previous letters to the coming issue of Amalgamated Asbestos bonds in London.

Catering for the British Investor.

At present there is a lull in Canadian issues, this being due to the large number of financial transactions put through in the latter part of last year. It is recognised that the mergers, etc., carried through in the concluding months of 1909 have pretty well satisfied the demand here, and financiers are now looking to Great Britain, where money is becoming cheaper, and the sums available for sound investments are considerably larger than in this country. Important negotiations have been going on between the representatives of important British financiers and Canadian groups, and the result will probably be seen in a large addition to the number of Canadian industrials already dealt in on the London Stock Exchange.

Textile Trade Conditions

Trade reports continue satisfactory and indications point to a very active spring business. According to Dunn's Bulletin, manufacturers of textiles are all very busy, and some of the knitting mills are declining orders, having all they can do for some months to come to fill their present orders.

THE LONDON MARKET.

London, Wednesday.

During the past week there have been several displays of cheerfulness in Throgmorton Street, but firmness and animation have always been patchy. The rubber section continues to monopolise the major share of speculative attention, but investment has been of a fairly well distributed character, stimulated by the further reduction in the Bank rate.

Canadian securities during the week have been in distinctly good fettle, and quotations in practically all groups have moved forward in a confident manner. The feature has been the marked buoyancy of Grand Trunk stocks in the railway section on the dividend declaration in respect of the latter half of last year. The recommendation that the Second Preference get its full 5 per cent. for the year met the expectations of the most extreme optimists, and as, in addition to this result, there has been a big reduction in "engine and car renewal suspense account," junior quotations have shared in the forward movement in recognition that a distribution on the Third Preference in respect of the current year is probable. The Second Preference has risen 6 and the Third Preference 6⅛, while the First Preference is 4½ up and the Ordinary 3½. The Guaranteed Fours have added 2. Canadian Pacifics have moved irregularly with Americans and are now dull, a certain number of speculators having been rather unreasonably disappointed that the company did not increase its half-yearly dividend. Alberta Capital stock has risen 4 and the debentures 1, but British Columbia Electric Railway Deferred has yielded 1 and the Preferred 2. Canadian gilt-edged descriptions have ruled generally firm. Dominion Three and a Half per Cent. stock has put on ½, and among municipal issues there are several gains of ½ to 1. Land shares have seesawed. Hudson's Bays finish well under best, but ½ up on balance at 103½. Southern Alberta Land and Western Canada Land are each dearer. Miscellaneous securities have been good on the whole. Canadian Car and Foundry Common and Preferred have each added 3. Shawinigan Water is 6 higher at 109, but Canadian General Electric has shed a point. The small issue of City of Montreal Four and a Half per Cent. stock will probably be promptly subscribed, although 109 is being asked for it.

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NEW ISSUE.

The Bank of Montreal has been authorised by the city of Montreal to offer for subscription £123,200 4½ per cent. (Town of St. Louis) bonds of £100 each. The issue price is £109 per cent. and the yield, allowing for redemption, due July 15, 1949, will be slightly over 4 per cent. Interest will be paid half-yearly. The bonds are created under the authority of the Statute of the Province of Quebec and resolutions of the Town Council of St. Louis. As that town has been annexed to the city of Montreal, the bonds are an obligation and rank equally with other general debt of that city. Further information regarding the issue can be found in another column of this issue.

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GRAND TRUNK RAILWAY.

A Successful Half-year

Subject to audit, the accounts for the half year to December 31, 1909, show the following 1909, show the following results: Gross receipts, £3,632,000; working expenses, £2,755,100. The net receipts, plus the income from rentals, etc., gives a net revenue of £919,700, which, less charges for the half year, leaves a balance of £415,000. Deducting the Canada Atlantic deficiency (£17.[illegible] and adding the Detroit, Grand Haven [illegible] Milwaukee surplus (£12,100), there remains a surplus of £410,500. This surplus added to the balance of £9,900 from June, 1909, makes a total amount of £420,400 available for dividend, which will admit of the payment of the dividend for the half-year on the Four per Cent. Guaranteed and First Preference Stocks, and the full dividend of Five per Cent. for the year on the Second Preference Stock, leaving a balance of about £11,800 to be carried forward. The accounts of the Grand Trunk Western Company for the half year show a surplus of £25,800, which amount is carried forward to the current half year.

THE
INVESTMENT
TRUST
COMPANY,
LIMITED.

Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.

DIRECTORS.

President ... ... K. W. BLACKWELL
(Director Merchants' Bank of Canada, Vice-President Montreal Street Ry. Co.)

Vice-President ... ... J. P. BLACK
(Director Dominion Textile Co.)

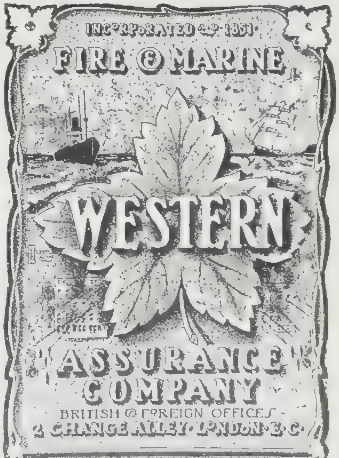
JAS. REID WILSON (Dir. Dominion Coal Co.).

R. McD. PATERSON (Dir. Montreal Steel Works)

W. M. DOBELL (of Dobell, Beckett & Co., Quebec).

A. J. NESBITT, Man. Director.

Montreal, Canada.



PAID-UP CAPITAL,
£513,350.
Head Office: TORONTO.
Hon. Geo. A. Cox, *President.*
LONDON DIRECTORS:
Rt. Hon. Sir John H. Kennaway, Bart., C.B., M.P.
Alfred Cooper, Esq. (Grabams & Co.)
Sir Ernest Cable (Bird & Co.)
R. H. R. Burder, *Manager*
H. M. Bentley, *Asst. Manager.*

CANADIAN SECURITIES.

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With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3%	97	94	94½	91	92½.91½
" 3½% Reg.... ..	102	98½	101	97	101.100
" 3½% Bonds ...	102	100½	103½	100	102.101
Alberta, 1930	Iss.	1909	102	99	103.102
British Columbia, 1917	[illegible]	[illegible]	[illegible]	102	[illegible].103
Manitoba 4% Bds, 194[illegible]	[illegible]	[illegible]	[illegible]	103	104.102
Nova Scotia, 3½%	95	90	96	92	94.93
Ontario (Pr.) 3½%... ..	93	91	97	92½	95.94
Quebec (Pr.) 3%	85½	81	87	83	86.85
Saskatchewan 4%, 1919	Iss.	1908	103	99½	103.102
Calgary (C.) 4½% Debs.	104	98½	106	102	106.104
Edmonton 4%, 1915-47	[illegible]	[illegible]	[illegible]	105	[illegible].106
Hamilt'n(C.)4% Deb. 1934	102	98	103	99	102.100
Montreal(C.)4% Deb. 1932	107	99	106	102	107.105
Ottawa 4½%, 1913... ...	104	100	105	100	103.101
Quebec(C.) 4% Debs.	103	99	104	100	103.101
Regina (C.) 5%, 1923-38	107	101	109	105	109.107
St John, N.B. 4%, 1934	103	97	103	99	102.100
Saskatoon (C.) 5%, 1938	105½	101	107	102	108.106
Sherbrooke(C.)4½% Deb. 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	103.101
Vancouver (C.) 4% Deb., 1947-9	101½	99	104	99	102½.101½
Victoria (C.) 4% Debs., 1933-58	99½	[illegible]	102½	99	[illegible].100
Winnipeg (C) 4% Deb...	103	97	104	99	107.105
BANKS.					
B. N. A.	147	141	155	148½	155.154
*Commerce	171	15[illegible]	194	171½	[illegible]
Dominion...	225	221½	242	240	247.245
Imperial	218½	218½	225¾	226½	234.233
*Merchants	166	151	170	160	179.177
*Molsons	207	195	211	199¾	[illegible].207
Montreal	[illegible]	[illegible]	251½	245	[illegible]
*Ottawa	205	200	213	210	21[illegible].209
*Royal	233	211½	243	212	230
*Toronto	220½	204¾	227	210½	[illegible]
INDUSTRIALS.					
Bell Telephone	143	115	150	138	151.149
Canadian Car Co.	Iss.	1909	—	—	70.69
Canada Cement Com. ...	Iss.	1909	—	—	21½.2[illegible]
" " Pref. ...	Iss.	1909	—	—	88½.87½
*Canadian Col. Cot. M.	50½	47½	[illegible]	47½	[illegible].50
Canadian G. El. C. ...	108½	86½	127	106½	122.119
*Canadian Marconi ..	1.70	1.50	—	—	—
*Consumers Gas	193	182	[illegible]	[illegible]	206.205
*Crow's Nest Pass Coal...	130	120	100	75	77.76
Dominion Coal Com. .	79½	37	93½	43	[illegible]
* " Pref ...	112	85	119	96	115.113
Dominion I. & S. Com.	25	12½	72½	19	72.71
" " " Pref.	66½	36	138	60½	140.138
*Dominion Textile Com	47	42	79½	57½	73½.72½
* " " Pref	[illegible]	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	[illegible]	[illegible]	
Halifax Electric	104½	87½	122	106½	121.120
*Internat. Coal & Coke...	79½	60	—	—	85.82
*Internat. Portland Cem.	122	106½			163
*Lake of the Woods Com.	98½	71	145½	97½	147.146
* " " " Pref.	119	104	128	118	125
*Laurentide Paper Com	112	93	130	112	130
* " " Pref	118	101½	131½	[illegible]	[illegible]
Mackay Co.'s. Com. ...	77½	51½	95	70½	93.92
" " Pref. ..	71	59½	77	67	81.76
Mexican L. & P. Com.	79½	45½	89	62	76½.75½
" " Pref.	108½	99	107½	103½	103.102
Mexico Tram. ...	129	68½	150½	123½	131½.130½
*Montreal Cotton ...	125	105	131	117	135.131
Montreal L. H. & P. ...	113½	95	129½	109	137.136
*Montreal Steel Com. ...	83½	60	104	68	100.98
* " " Pref. ...	112	92	117	100	120.118
Montreal Street	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
*Montreal Tele.	[illegible]	135	[illegible]	[illegible]	[illegible].145
*Northern Nav. ..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
N. S. Steel & Coal Com.	62	43	84	54½	79.77
* " " " Pref.	119	108½	112	114	121.120
Ogilvie Flour Com... ..	116	102½	144½	112	145.143
" " Pref... ...	130	114	128	118½	130.128
*Penman's Ltd Com. .	50	29½	60	42	[illegible]
* " " Pref. ...	132½	72½	93½	84	88.85
Richelieu & Ont. N. ..	78	62	92½	97	100.98
Rio de Janeiro T... ...	82	29½	107	87	98½.97½
R[illegible] L. & P. .	[illegible]	110			101
St. Lawrence & Chicago Nav.	1[illegible]6½	109½	128½	105½	119.117
Sao Paulo	157	113	163	148½	152½.151½
Shawinigan W. & P. ...	81	55	105	80½	107.105
*Toronto Electric Light					117.116
Toronto Ry	[illegible]	[illegible]	127	[illegible]	129.128
Winnipeg Elec.	171½	123½	190½	156½	184.183
W. Kootenay Power Bds.	—	—	—	—	110.105
RAILWAYS.					
Alberta Ry.	114	82	137	118	159.155
" 5% Deb. ...	103	89	107	102	107.105
Can. North 4% Perp Deb	96½	[illegible]	[illegible]	[illegible]	[illegible].96
C. P. R.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dominion Atl. Ch.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " [illegible] Pref	[illegible]	[illegible]	47	[illegible]	[illegible]
Gd. Trunk Pac. 3% 1st M.	86½	83½	88½	84	83½.82½
" " [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Grand Trunk	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 4% Guar. ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 1st Pref.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 2nd Pref.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 3rd Pref. ...	61½	30½	60	44	55½.55
Minn. St.P. & S.S.M. Co.	138½	85	150	137	144.142
" " Pref.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec Cent. N. Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec & L.S. John Inc.	30	22	26	14	—
White Pass	5½	4½	5½	3½	4½.4 xd
" " 5% 1st Inc.	101	97	105	98	102.100
" " 6% Deb. ...	97	93	100	92	96.91

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120½	111½	163½	140	166.165
*Canadian Savings & Loan	—	—	—	—	—
*Cent. Canada L. & S. .	—	—	—		[illegible].170
*Dom. Savings & Invest	72	70	[illegible]	[illegible]	[illegible]
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	199.192
*Toronto General Trust	150	143	165	150	170.166
*Toronto Mortgage ..	107	104	[illegible]	114	[illegible]
*Toronto Savings & Loan	126	110	—	—	120
LAND COS., Etc.					
Canada Co.	31	24	31	25	20.25
Can. North Pr. L. ..	45/-	32/6	47/6	42/6	4[illegible].46/3
Canada N.W.L.	$113	$65	$110	$95	$1[illegible].99
Hudson's Bay	92	73	99	75	104½.102½
S. Alberta	1 5/16	9/16	1 11/16	1 1/16	1⅜.1[illegible]
Western Canada... ...	1 3/16	15/16	1⅝	1	1⅜.1⅛
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	102
*Canadian Col. Cot. ..	100	92	100	95	111.110
Canadian Iron Corp. ..	Iss.	1907	103	94	103.102
Dominion Coal	94	87	98½	90	103.102
*Dominion Cotton... ...	93½	91	105	99	105.103
Dominion Iron & Steel	80½	70½	97½	77½	99.98
*Dominion Textile "A"	98	80½	98½	91½	98.95
* " " "B"	97	83½	100	92	97
* " " "C"	96¾	82	100	90	96.95
* " " "D"	98	85	104	93	100.99
Electrical Devel. of Ont.	88	70	90	81	84.81
*Lake of the Woods Co	117½	102½	112	104	111.110
Lake Superior Co. .	Iss.	[illegible]	90½	88	[illegible]
*Laurentide Paper .	112	104	111	109	110.108
Mexican Electric Light	93	75½	[illegible]	79	82½.81½
Mexican L. & P.... ...	90	80½	90	80	90.89
Montreal L., H., & P...	101	91½	100½	98½	99.97
*Montreal Street	100	94½	102½	99½	101.98
*N.S. Steel & Coal 1st M.	110	103	[illegible]	107	109.108
* " " Consols	103½	99	[illegible]	104	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112½.112
" " 1st M. "B"	[illegible]	105	112½	[illegible]	112½.112
Rio de Janeiro 1st Mort.	92½	72	98½	90	97.95
Sao Paulo	97	90½	105	90½	103.102
Winnipeg	106	99	[illegible]	102¾	107.10[illegible]
W. Canada Flour Mills	Iss.	1908	107	98	108.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on February 8:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.25	1.80
Chambers-Ferland... ...	2,311,000	1.00	.36½	.35
Cobalt Central ..	4,761,500	1.00	.19½	.19¼
Cobalt Lake...	3,930,866	1.00	.21½	.21
Silver Queen	1,500,000	1.00	.20	.19
Coniagas	4,000,000	5.00	5.60	5.45
Foster-Cobalt	915,518	1.00	.27	.25½
Green Meehan	1,500,000	1.00	.10	.8½
Kerr Lake	3,000,000	5.00	8.80	8.75
McKinley-Darragh ...	2,246,937	1.00	.84	.81
Nova Scotia	1,900,000	1.00	.38	.36½
Peterson Lake	2,561,820	1.00	.24	.23½
Right of Way ...	[illegible]	1.00	[illegible]	[illegible]
Silver Leaf ...	5,000,000	1.00	.11½	[illegible]
Temiskaming	2,500,000	1.00	.59½	.59
Trethewey	945,450	1.00	1.30½	[illegible]
Nipissing	6,000,000	5.00	10.00	9.[illegible]
	Nom. cap.			
La Rose	7,500,000	5.00	4.30	4.29
Watts ...	1,000,000	1.00	.15	.13
Crown Reserve	2,000,000	1.00	3.58	3.55
Little Nipissing	1,000,000	1.00	.31	.30½

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending Feb. 7	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	£[illegible]	£[illegible]	
Grand Trunk	£114,329	£17,840	—
Canada Atlantic	£6,568	£1,056	—
Grand Trunk Western ..	£21,918	£5,149	—
Detroit Grand Haven .	£[illegible]	£1,[illegible]	
Mexican .	[illegible]		$1,[illegible]
Canadian Northern	[illegible]	$[illegible]	
Alberta	$6,240	$1,00[illegible]	
Quebec Central	$[illegible]	$[illegible]	

Bank of British North America. A dividend free of income tax payable April 1 of [illegible] per share, and a bonus of 10s. per share, making 7 per cent. for the year, is to be declared. The sum of £[illegible] will be transferred to the reserve fund and $15,000 to the bank premises account. About £20.000 will be carried forward to the new account. A sub-branch has been opened at Saltcoats, Sask.

PUBLIC NOTICES.

THE CANADIAN BANK OF COMMERCE
DIVIDEND No. 92.

Notice is hereby given that a dividend of 2½ per cent. upon the Capital Stock of this institution has been declared for the three months ending the 28th February next, and that the same will be payable at the Bank and its branches on and after Tuesday, 1st March next.

The transfer books will be closed from the 14th to 28th February, both days inclusive.

By order of the Board,
H. V. F. JONES, London Manager.
2, Lombard Street, London,
24th January, 1910.

QUEBEC AND LAKE ST JOHN RAILWAY BONDHOLDERS' PROTECTION COMMITTEE.

A circular stating the present position has been issued, and copies may be obtained on application to the undersigned.

JAMES DAVENPORT,
Secretary to the Committee,
75 76, Lombard Street, London, E.C.
14th February, 1910.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P O. Box, 9P.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address · "Stimson"

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C H RICHES, Canada Life Building.

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY - FINANCIAL.
Cobalts a Specialty. OTTAWA, Canada.

THE BANK OF TORONTO.
Head Office TORONTO, CANADA.
Capital $4,000,000
Reserve Fund $4,818,871
79 Branches throughout Canada.
London Agents: The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President—B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
„ (East)
„ (South)
Canora
Carman
Carmangay
Claresholm
Cleverville
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL	£1,000,000
RESERVE FUND	500,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford. Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
„ Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
„ Market Square.
„ Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
„ St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
„ St John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
„ Union St.
St. Martins, N.B.
St. Stephen, N.B.
Semans, Sask.
Toronto, Ont.
„ King and Dufferin Sts.
„ Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver. B.C.
Varennes, P.Q.
Victoria, B.C.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5,300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,087.

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN Esq. DAVID MORRICE, Esq. C. R. HOSMER. Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
Sub-Branch
,, North End.
HAMILTON, Ont.
Sub-Branch
,, Barton and Victoria Streets.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Sub-Branch
,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
Sub-Branches
,, Hochelaga.
,, Papineau Avenue
MONTREAL, Que.
(*continued*).
,, Peel Street
,, Point St. Charles.
,, St. Anne de Bellevue.
,, St. Catherine St.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
Sub Branches
,, Bank Street.
,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
Sub-Branches
,, St. Roch.
,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
Sub-Branches
,, Bathurst Street.
,, Carlton Street.
,, Dundas Street.
,, Queen Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
Sub-Branch
,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
Sub-Branches
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and Monroe Street.
SPOKANE,
State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA & MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER. Esq. F. WILLIAMS TAYLOR. *Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up	**£719,178 - $3,500,000**
Reserve Fund	**£719,178 - $3,500,000**

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000** (**£1,232,876**) Reserve Fund and Undivided Profits, **$4,602,157** (**£945,650**)

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, C.V.O., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
,, Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 320 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Acme (Tapscot,
Botha (sub)(P.O.)
Calgary
Camrose
Carstairs
Castor
Daysland
Edmonton
,, Namayo Ave.
Killam Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield Trochu
Vegreville
Viking(Meighen)
Wainwright
Wetaskiwin
Wolf Creek (Edson)

Saskatchewan

Antler
Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 141 Branches of THE MERCHANTS' BANK OF CANADA

Banking, Insurance and Finance.

The Grand Trunk's Fine Showing. Once again "bears" of Grand Trunk securities have been taught a sharp lesson, the half-yearly revenue statement being of a surprisingly satisfactory character. Those who follow the fortunes of this great company closely were convinced that the Second Preference stock would get its full dividend for the past year, but there was quite a large contingent of speculators for the fall who were sufficiently pessimistic as to the character of the results to hold the contrary opinion. When the statement came out, it was found that the Board was not only able to pay the full dividend on the Second Preference, but also reduce the engine and car renewal and suspense account by the very substantial sum of £255,000, leaving a balance of only £202,200 to be provided this year. This item, which, it will be remembered, the Board has promised to extinguish by the end of 1910, should be easily discharged during the current year. The alteration in the form in which the accounts are rendered makes comparisons with previous statements difficult, and the position will be better shown by adopting the old method for ascertaining the results for the past half-year, and for the comparative six months of 1908.

* * *

The Results Analysed. Actually, the gross receipts for the six months amount to £3,632,900, an increase of £250,000. The working expenses, at £2,753,100, are nominally £330,700 up; but if we deduct the large sum appropriated for reducing the engine and car renewal suspense account, the increase is only £75,700, and the ratio of expenses to revenue 68.7 against 71.6 last year, when, as a writer in a contemporary reminds us, maintenance outlays were being freely debited to suspense account, and by this means a large reduction in working expenses and their ratio to gross revenue secured. The total net revenue, including £39,900 of other income, now added separately, but previously included in gross revenue, amounts to £919,700. Deducting from this charges less credits of £503,900—an increase of £25,200—and the Canada Atlantic deficit of £17,400, which is no less than £26,000 lower than a year ago, there is a balance of £398,400. To this have to be added the surplus on the working of the Detroit Grand Haven and Milwaukee system of £12,100—£9,000 better than last year—and the balance forward of £9,900, making a total available for dividend of £420,400. The guaranteed dividend absorbs £196,800, the First Preference £85,400, and the Second Preference £126,400, leaving a balance to carry forward of £11,800. The improvement shown by the subsidiaries, and the rapid extinction of the engine and car renewal suspense account have caused much satisfaction, and quite scared the members of the ursine fraternity who prey on Grand Trunk issues. The way in which these gentry rushed to cover their positions afforded extreme gratification to those who have suffered from their depredations. Recent traffics have been highly encouraging, and in view of the splendid recovery shown by the company during the past twelve months, the prospects of the Third Preference stock are distinctly brighter than they have been for some years past.

* * *

Short versus Long-Dated Loans. We have in these columns frequently alluded to the policy of certain Canadian Municipalities in offering short dated loans in this market, and we are glad to have the endorsement of the *Financial News* in the views expressed in *Canada*. Our contemporary points out that the class of investor who puts his capital in Canadian Municipal issues "wants to be assured that he will not, at all events for a lengthy period, find the money back again on his hands." The hint is one which might well be taken by the various authorities who are likely to be in the market during the next year or two, as well as by those who will have the handling of their business. As our contemporary points out, "other things being equal, the conservative investor prefers a long-dated stock to a short-dated security." No doubt this policy is frequently dictated by the desire not to commit authorities to too long a period in view of the possibility of some or all of them being able to borrow on much better terms in, say, fifteen or twenty years' time.

* * *

Errors of Amateur Financiers. But whilst granting that this is a prudent policy from one point of view, it is undoubtedly to Canada's best interests that all its issues in this market should be acceptable to British investors, who, as already noted, will undoubtedly differentiate in favour of longer dated issues, especially as there is no lack of securities of this class. Unfortunately, the Canadian Municipal system is not conducive to a continuity in municipal finances, but one would think that even amateur City Treasurers would see the wisdom of following the example of the Federal and Provincial Governments and of other Colonial municipalities. Although Mr. Fielding has during the past few years, as a result of abnormal monetary conditions, had to resort to short-term loans, it will be remembered that these have been offered with rights of conversion into the 1938 loan. The popularity of the British Columbian Government's 3 per cent. stock lies in the fact that it is not redeemable until 1941, the last issue of Manitoba 4 per cent. Debentures is not due until 1947, Newfoundland's various loans mature between 1935 and 1951 the larger loans being much nearer the latter than the former date New Brunswick 4 per cent. registered stock is repayable in 1949, Nova Scotia has two loans maturing in 1949 and 1954, Ontario two in 1946 and 1947, Quebec three in 1928, 1934, and 1937—comparatively short terms.

* * *

Practice of Other Colonial Municipalities. The practice adopted by other Colonial Municipalities in India, Australasia, and South Africa should be instructive to the Finance Committees of Canadian Municipalities. We have examined the list, and find that, although there are naturally a large number of loans maturing between now and 1925, the more recent issues are dated for repayment from 1936 to 1969. The average currency of sixteen Colonial Municipal issues—excluding Canadian loans altogether—is thirty-six years, from January 1, 1910. Of these two of the earliest dates are 5 per cent. issues, one is a 4½ per cent. loan, and the remaining thirteen all carry interest at the rate of 4 per cent. per annum. Evidently, therefore, those responsible for the issue of these fourteen Indian, Australasian, and South African loans we deliberately exclude the two 5 per cent. short-dated loans—do not anticipate being able to borrow upon better terms than 4 per cent. between now and 1950; and, high as is Canada's credit now, with every prospect of equalling that of the Mother Country in the near future, it is hardly likely that investors will accept less than 4 per cent. on even Canadian Municipal issues.

* * *

Coming Canadian Issues. The last mail brings us intelligence that the home investor is to be offered quite a number of Canadian industrial securities at an early date. The Canadian Mortgage Bank is being formed under British auspices. The Amalgamated Asbestos bond issue has already been alluded to in these columns. Now we learn that the same interests which were responsible for the introduction of Dominion Textile issues are likely to offer a block of Penman's Common stock in London, and that the negotiations on the part of a London group for the purchase of a substantial amount of Molson's Bank shares are practically concluded, and will be probably offered in Great Britain at $200 for the $100 share. A well-informed Canadian authority says that the Canadian Northern and the Grand Trunk Pacific are also likely to be in the market for further funds, and that several other Canadian industrial concerns will raise additional capital for extensions and developments.

* * *

A Step in the Right Direction. By cable from Ottawa comes the information that Mr. Aylesworth, the Minister of Justice, has announced in the Dominion Parliament that a conference of the Provincial Premiers would be held to settle the vexed question of Federal and Provincial jurisdiction with regard to the incorporation of railway and other companies. This information is too meagre for us to be able to more than record it here as an important news item. If, however, it should prove that it is intended to revise the existing Company Laws of the Dominion, it will be necessary to deal with the matter somewhat fully. As it is, there is an absence of uniformity in the Provincial Laws dealing with joint stock companies, and it is to be hoped that some effort will be made to secure legislation which will lead to an alteration in this respect. One of the points that demands immediate attention is the issue of stocks and shares at a discount, and another of equal importance is the offering of one class of stock as a bonus to subscribers for another class of security, this latter being especially objectionable for reasons already fully dealt with in *Canada*. If Mr. Aylesworth can remove these two blots from Canadian Company laws, he will deserve the thanks of all who recognise the evils attendant upon the sale of $1 shares for a few cents apiece, and the issue of stock in the form of bonuses.

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THE BANK OF MONTREAL.

It is generally understood that Sir Edward Clouston will succeed the late Sir George Drummond as President of the Bank of Montreal, Mr. R. B. Angus becoming Vice-President. Sir Edward Clouston will, it is stated, retain his present position as general manager, so that no further changes will be necessary, though in the event of his relinquishing that office Mr. H. Vincent Meredith, the present local manager, will become general manager, and Mr. Stavert assistant general manager.

Trade and Business.

WORK AND WAGES IN CANADA.

This is the title of one of the latest pamphlets issued by the Canadian Pacific Railway and deals with the subject of work and wages. In its allusion to the wages of mechanics the statement is made that "In the Eastern provinces, mechanics' wages per day without board, are $1½ to $2½; Manitoba, $2 to $3½; Saskatchewan, Alberta, and British Columbia, $3 to $4. Masons and bricklayers, 50 cents to $1 higher per day in all cases. In Winnipeg and Calgary (7 or 8 months' season), mason bricklayers, 55 cents per hour; carpenters, 45 cents; in British Columbia, carpenters, $3½ to $4½ per day; plumbers, 40 to 45 cents an hour; plasterers, $5 per day (eight-hour day); Toronto, carpenters, 33 cents per hour; Quebec, 20 cents; Halifax, N.S., $2¼ per day. Bricklayers, at Montreal, 45 cents per hour; Hamilton and Ottawa (nine-hour day), 47 cents; Toronto (eight-hour day), 47 cents; shipwrights in British Columbia, $4 to $5½ per day (10 hours), and $3 at St. John, N.B. Printers.—Average wages per day for hand compositors are at Halifax $1.80, at St. John (N.B.) $2, at Montreal $2.08, at Toronto $2½, at Winnipeg $3 to $3.33, at Edmonton (Alberta) $2½, and at Vancouver and Victoria (B.C.) $24 to $27 per week; wages for machine operators are rather higher; usual hours are nine a day, but in many cases are now reduced to eight."

⁂

FRENCH CAPITAL FOR SMELTING INDUSTRY.

A statement appears in the *Ottawa Journal* that a member of the Paris branch of the firm of Messrs. Rothschild has been in Ottawa and had an interview with the Premier and other members of the Cabinet, with reference to the employment of French capital in establishing an electric smelting plant in a Canadian city. The *Ottawa Journal* states that the gentleman referred to is travelling in Canada under the "nom de convenance" of Mr. H. Weill.

⁂

THE B.C. ELECTRIC RAILWAY.

The B.C. Electric Railway Company has strengthened its position by concluding a contract with the C.P.R., by which it acquires the Vancouver and Lulu Island Railway for a term of 21 years, with option to continue for another 21 years. The service to be given is subject to C.P.R. approval and the B.C. Electric Company agrees to construct at least ten miles of new car-lines during the next five years, which will open up a district where the C.P.R. possess 4,000 acres of excellent land.

⁂

TRADE NOTES.

It is estimated that there is now elevator accommodation for 94 million bushels of wheat in the Provinces of Manitoba, Saskatchewan, and Alberta. Last year new elevator equipment was installed at 142 railway stations, and there are now altogether 800 of these elevators at country stations. The great elevators of the railway and milling companies at the terminal ports accommodate over 40 million bushels.

The Newfoundland Government has made an arrangement with a number of Canadian mining companies which carry on operations in the hematite mines at Belle Island, whereby the colony will receive a royalty of 7½ cents a ton of the gross output, which averages many hundred thousand tons annually.

A despatch from Victoria reports the discovery of a great body of excellent coal on the west arm of Quatsino Sound, at the north end of Vancouver Island. The coal lies in such quantity and is of such quality that it is predicted that mines rivalling the famous Dunsmuir property at Nanaimo will be opened up.

A carload of grain, mostly in the straw, has been shipped from Winnipeg by the G.T.P. and G.T.R. systems to go to the International Exhibition shortly to be held at Brussels.

Advices from Montreal report great activity in the Canadian textile factories. Some of the knitting mills have work in hand which will keep them busy for several months and are compelled to decline fresh orders.

TRADE PERSONALIA.

Captain Nicholson, the newly appointed manager of the Grand Trunk Pacific steamship service between Prince Rupert, Victoria, Vancouver, and Seattle, arrived at Liverpool on Tuesday by the R.M.S. *Mauretania*. Captain Nicholson has gone to Newcastle, where the *Prince Rupert* is being fitted out and the *Prince George* is nearly ready for launching from the yards of the Swan Hunter and Wigham Richardson Co. It is understood that Captain Nicholson will arrange for the construction of additional steamships for the coasting services of the G.T.P. before returning to Vancouver.

Mr. G. C. Benjamin, who for some years past has been steamship agent of the Canadian Pacific Railway at Chicago, has been appointed general tourist agent of the company with offices at Montreal. This position is a newly created one, and means that the company will devote much more attention than in the past to attracting tourist traffic from the United States and other countries.

⁂

PURE JAMS AND MARMALADES.

It is important for the consumer that his supply of jams and marmalades should be such as commend themselves for their high quality and purity. Made under favourable circumstances and with fruit grown in the near neighbourhood of the Clyde valley, the jams supplied by the firm of John Buchanan and Bros., Ltd., Glasgow, come up to the highest standard. The finest Seville oranges are used in their marmalades, which have a name for their absolute purity. No adulterants of any kind being used. This firm has been established for many years, and has built up its enormous trade by the standard quality of its output.

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian buyers in Europe:—

LONDON.

R. W. Houston (fancies and made-up goods), (McIntyre, Son, and Co., Ltd., Montreal)—17, Aldersgate Street, E.C.
Fred Russell (dress goods, etc.) — 17, Aldersgate Street, E.C.
John Suckling (hosiery and made-up goods, etc.) (Stobart, Sons, and Co., Ltd., Winnipeg)—17, Aldersgate Street, E.C.
F. P. Garneau (Garneau, Ltd., Quebec)—17, Aldersgate Street, E.C.
Maurice P. Beaudry (Gauvreau, Beaudry, and Co., Quebec)—17, Aldersgate Street, E.C.
A. L. Sevigny (P. P. Martin and Co., Montreal)—Holborn Viaduct Hotel.
Norman Paulet ((dress goods, etc.) (Alphonse Racine and Co., Montreal)—Holborn Viaduct Hotel.
H. S. Colwell (men's furnishings) (Colwell Bros., Halifax, N.S.)—c/o J. Edwards, Hart and Co., 2/4, Carey Lane, E.C.
Alex. Gow (general goods) (Bartlet, Macdonald, and Gow, Windsor, Ont.)—17, Aldersgate Street, E.C.
B. Myers (general goods) (B. Myers, Glace Bay, N.S.) —Hotel Cecil and 35, Milk Street, E.C.
Geo. A. Smith (G. M. Smith and Co., Ltd., Halifax, N.S.)—Kingsley Hotel, Bloomsbury
J. E. McCurdy (McCurdy and Co., Sydney, N.S.)—Kingsley Hotel, Bloomsbury.
J. W. Ratchford (buying for firm's own retail stores) (Nova Scotia Steel and Coal Co., Ltd., Sydney Mines, N.S.)—Kingsley Hotel, Bloomsbury.

BRADFORD.

F. J. Trebilcock (dress goods, etc.) (Gordon, Mackay, and Co., Ltd.), Toronto)—Victoria Hotel.
J. A. Shehyn (dress goods and woollens) (McCall, Shehyn and Co., Quebec) Midland Hotel.
George Kent (dress goods) (Greenshields, Ltd., Montreal)—Midland Hotel.

MANCHESTER.

Geo. H. Stewart (staple cottons, linens, and woollens) (Stobart, Sons, and Co., Ltd., Winnipeg)—Midland Hotel
J. M. Campbell (hosiery and made-up goods) (R. J. Whitla and Co., Ltd., Winnipeg) 56, Bloom Street.
A. W. Johnston and R. B. Mackedie (Johnston Bros., Ltd., Vancouver, B.C.)—35, Cooper Street.
F. Rodden (Brophy, Parsons, and Rodden, Ltd., Montreal)—Midland Hotel.
J. M. Murphy (J. and M. Murphy, Halifax, N.S.)—Midland Hotel.
P. S. Hilton (Smith Bros., Halifax, N.S.)—11A, Albert Square.

During 1909 the Fraser River Mills in British Columbia cut 93,725,000 feet of logs, 104,287,000 feet of lumber, and 15,569,000 lath. The railway shipments during the year totalled 50,000,000 feet, the greater portion of which went to the Prairie Provinces. The shipments by vessels amounted to about 40,000,000 feet during the year.

Canadian Government TRADE COMMISSIONER SERVICE IN THE UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—
E. KIRKPATRICK, Plaza Hotel, Havana.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Holland—
W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6, Mexico, D.F., Mexico.

Newfoundland—
J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.
H. R. POUSSETTE, Durban, Natal.

West Indies—
E. H. S. FLOOD, Bridgetown, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

THE HUDSON BAY RAILWAY.

The Hon. G. P. Graham, Dominion Minister of Railways, after announcing in the House of Commons that the Government intends to proceed with the construction of the railway to Hudson Bay, "as rapidly as possible," said: "Heretofore the general opinion has been that Churchill is the better harbour, but we are now told by the engineers that Nelson is better, and even if Nelson is no more than as good a harbour as Churchill, if we can save 67 miles railway construction by going to that harbour, I think the country will consider that we are wise in making a thorough investigation of the matter. However, as I have pointed out, that does not mean that we should delay commencing the construction of the railway, because about 260 miles of the road will be the same no matter which harbour is selected, namely, from Pas Mission to Split Lake. It is 410 miles from the Pas Mission to Nelson, and 477 miles from the Pas Mission to Churchill." The distance from Nelson to Liverpool is given as 3,200 miles as compared with 3,007 miles from Montreal to Liverpool.

G.T.P. NEW MONTREAL OFFICES.

It is announced that the finest site in the city of Montreal on St. James Street, opposite the General Post-office, owned by the seminary of St. Sulpice, has been leased for a period of 99 years by the Grand Trunk Pacific Railway Company, and that the work of constructing a ten-storey building will be commenced in the spring. The property occupies a whole block in the most central portion of the city, bounded by St. James, Notre Dame and St. Francois Xavier streets and Place D'Armes, and the new building will be one of the finest in the city. On the site of the old St. Lawrence hall, on the opposite corner, the Canadian Pacific will erect a ten-storey building, while the Yorkshire Insurance Company will erect a new building opposite the St. Lawrence hall.

ANOTHER BIG C.P.R. BRIDGE.

The contract for the C.P.R. bridge over the South Saskatchewan river at Outlook has been let. The new structure will be 3,000 feet long and 146 feet high. There will be 106 piers and pedestals.

The erection of this bridge will enable the company to complete their line from Moose Jaw to Lacombe and Edmonton. On the east end of this line 125 miles have been built and 85 miles on the west end. The 225 intervening miles will probably be built so as to be ready at the same time as the bridge.

Mr. G. M. Bosworth, one of the vice-presidents of the C.P.R., accompanied by Mr. McL. Brown, the newly appointed manager of the company in Europe, has been visiting the Continent with a view to improving the organisation of the tourist and emigrant traffic to Canada. The C.P.R. is opening a tourist office in Vienna. Steps have been taken to develop the emigration of farmers and agricultural labourers from the Austrian Empire.

The Victoria, Vancouver and Eastern Railway has awarded a contract for the completion of the line of 50 miles between Abbotsford and Hope. The uncompleted gap between Princeton and Abbotsford, including the passage of the Hope Range, may take over 18 months to complete, but when this is done Vancouver will have a line to Spokane via the V. V. and E. Railway, Spokane Falls and Northern Railway, while the coast and the Kootenays will also be joined up.

Mr. G. A. Sekon, lately editor of the *Railway Magazine* and *Railway Year Book*, has severed his connection with those publications, and will bring out a new illustrated 6d. magazine—*The Railway and Travel Monthly*.

The appointment is announced by the Grand Trunk Pacific management of Mr. W. C. C. Mehan, to the position of superintendent of the mountain division of the new Transcontinental road. The headquarters of the new official will be Prince Rupert.

THE FISHERIES NEAR PRINCE RUPERT.

Reports received at the offices of the Grand Trunk Pacific Railway in Montreal state that the Indian village, Masset, near Prince Rupert, has within the past ten months developed into a white man's town. Prince Rupert is vitally interested in the development of this section, which is expected to supply a great share of the dairy and farm produce to the new terminal city.

In setting forth the advantages of Prince Rupert, one of the local papers of that town quotes from Seattle and Vancouver papers, with reference to the record of a fishing boat homing at Vancouver: "Allowing two days each way for her trip and thirteen days actually taken up in fishing, giving the trawler *Celestial Empire* a record of 11,540 lbs. of fish per day, which is over 1,000 lbs. better than the record set by the American steamer *La Palermo* arriving at Seattle last week." After this quotation the Prince Rupert paper remarks: "The strategic advantages of Prince Rupert over all other cities on the coast can thus readily be conceived when it is learned that the fishing grounds of these boats are only a few miles from the harbour. Why waste these four days and the energy it takes to drive these boats these four days? Had this boat fished those four days with her average luck and discharged at Prince Rupert she would have caught 46,160 lbs. more fish which, selling at five cents per lb., would mean $2,000 to the company as well as saving the operating expenses of the boat in that long run to the southern cities."

Another point in favour of Prince Rupert is the fact that with the completion of the Grand Trunk Pacific Railway this same fish will be placed upon eastern markets about four days earlier than they can reach these markets under present conditions.

THE DOMINION MARINE ASSOCIATION.

At the annual meeting of the Dominion Marine Association held in Toronto reports were presented and adopted favouring wireless telegraph plants on vessels on the Great Lakes, the opening of the canals on certain Sundays, and also the securing of reciprocity between Canada and the United States in regard to tonnage taxes. The selection of a grain clearing house was shown to be a move that greatly facilities the moving of grain at different ports.

The members of the Association decided to make representations to the International Waterways Commission, which meets in Toronto early next month, against the proposed damming of the Long Sault Rapids for power development purposes. They also decided to memorialize the Government in favour of the building of a new lock at Sault Ste. Marie.

Mr. Frank Plummer, of Toronto, was elected president; Mr. James Playfair, Midland, Ont., first vice-president; and Mr. D. Murphy, Ottawa, second vice-president.

DAILY NEWSPAPERS AT SEA.

The *Empress of Ireland* commenced her four weekly trips in the Transatlantic mail service last Friday. The *Empress Mail*, the magazine paper printed on board these C.P.R. steam ships, which contains daily Marconigrams, is being enlarged and improved this season. A selection of articles and illustrations, beautifully printed, dealing with Canada and Canadian life is furnished between picturesque covers. In the first week's issues are given extracts from the interview with Lord Northcliffe, and the article on "Canada's Sandhurst," which recently appeared in *Canada*. One of the chief features of the *Empress Mail* is the words and music of French-Canadian Folk-songs.

The Hon. A. B. Aylesworth, Minister of Justice, has announced in the Canadian House of Commons that a conference of the Provincial Premiers will be held to settle the vexed question of Federal and Provincial jurisdiction in the incorporation of railway and other companies.

STEAMSHIP SAILINGS.

Allan Line. From Liverpool to Halifax and St. John
February 24. S.S. *Hesperian.*
March 4.—R.M.S. *Virginian.*
March 10. S.S. *Tunisian.*
March 18. R.M.S. *Victorian.*
March 24. S.S. *Corsican.*
From London to Halifax and St. John:—
March 2.—S.S. *Corinthian.*
March 16.—S.S. *Sardinian.*
From Glasgow to Halifax:—
March 5.—S.S. *Numidian.*
March 12.—S.S. *Ionian.*
March 19.—S.S. *Grampian.*
March 26.—S.S. *Pretorian.*
C.P.R. Line.—From Liverpool to Halifax and St. John:—
February 25.—R.M.S. *Empress of Britain.*
March 2.—S.S. *Lake Champlain.*
March 11.—R.M.S. *Empress of Ireland.*
White Star Dominion Line.—From Liverpool to Halifax and Portland:—
March 3.—S.S. *Canada.*
March 24.—S.S. *Dominion.*

THE ALLAN TURBINE STEAMSHIPS

The popular Alian liners *Victorian* and *Virginian* will resume their place in the mail service to Canada next month. The *Virginian* will leave Liverpool for Halifax direct on March 4, and the *Victorian* on March 18. Both vessels have received a thorough overhaul during their ten weeks' stay in port. The first Allan mail steamer direct to the St. Lawrence ports of Quebec and Halifax will sail on April 22.

The Canadian Northern Railway Transatlantic steamship service will commence operations in May. The Canadian terminus will be Montreal, and negotiations are in progress for Southampton to become the port of departure for the *Cairo* and *Heliopolis*, the two fast steamships of the line, which are being overhauled by the Fairfield Shipping Co., in the Clyde, and will be rechristened.

The Canadian Pacific Railway Company have placed with the Fairfield Shipbuilding and Engineering Company, Govan, an order for a small single-screw steamer for service on the Pacific coast, and with Messrs. Bow, M'Lachlan and Co., Paisley, an order for a tug 210 ft. in length.

It is announced that the sailing date of the joint White Star and Dominion Lines' service to Canada will be altered to Saturdays after April 30.

At the annual meeting of the Northern Navigation Company in Toronto, it was stated that the Grand Trunk Pacific Railway Company, with which the Northern Navigation Company is closely allied, will be in a position to handle business at Fort William early next season.

The new dry dock being built at Sault Ste. Marie for the accommodation of vessels on the Great Lakes, is to have a depth of 18 feet, and will be 4 feet wider than any vessel now in service on the lakes. The Dominion Government guarantees the dock company 3 per cent. on the estimated cost of $100,000.

With a view to being in a position to supply material for the shipbuilding works, which, it is expected, will shortly be in operation at a Canadian Atlantic port, the Dominion Iron and Steel Company will extend their plate mills at Sydney.

Mr. Fred C. Salter, the European traffic manager of the Grand Trunk Railway system, who has been making an extended tour in Canada, during which he visited Prince Rupert, sailed from New York for Naples last Tuesday. Mr. Salter is expected in London early in March.

Mr. E. J. Chamberlin, general manager of the Grand Trunk Pacific Railway, made the statement at Edmonton on February 3 that "The Grand Trunk Pacific will be laid into the Yellowhead Pass this year."

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

C. D. M. (Liverpool).—See our issues of January 1 and 15.

L. T. (Dartford).—We do not give advice with regard to Rubber shares.

R. P. (Whitstable).—The statement is very encouraging. We regard the bonds as a good investment and likely to improve in value.

"Subscriber" (National Liberal Club).—We have written to our Toronto correspondent to ask if he can supply the information you require.

"Reader" (Islington).—You have until September next to decide whether you will exercise the option. If you do not do so then you will probably be repaid in cash.

P. M. (Westgate-on-Sea).—The issue is expected next week. Yes, we think you might subscribe for some of the bonds. The company is one of the soundest Canadian industrials we know.

"Trunk" (Manchester).—A very gratifying report—and one which has taught the bears a well-merited lesson. We should not think of selling your stock; the outlook being very hopeful at the present moment.

ENQUIRY COUPON.

"CANADA," No. 215, Feb. 19, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

TRADE.

F. E. W. (Birmingham).—The duty on catalogues is 10 cents per pound weight under the British preferential tariff, 15 cents per pound from any other country. The 10 cents is chargeable on a single catalogue even if it does not weigh one pound.

T. B. (Carlisle).—There are large cranes in use at the harbours of St. John, New Brunswick, Halifax, and Sydney, Nova Scotia, and Montreal and Quebec—either of which ports can be reached from Liverpool for about £5 10s. There are far better prospects for a man with your knowledge in Canada than here.

EMIGRATION.

"Constant Reader" (Warrington).—You will probably find the information you require in "Farming in Canada," a report by the Scottish Agricultural Commission. Blackwood and Sons, Edinburgh and London, price 1s.

H. P. (Beccles).—Even with the capital you name, we should recommend you to take work on a farm for the first summer. The experience would be invaluable. Moreover, you would be in a better position to select your own homestead and make arrangements to work it the following season. With the knowledge of farming you possess you could readily obtain work for the summer months at £4 to £5 per month, plus board, in any of the provinces. You should sail before the middle of March.

GENERAL.

A. B. C. (Colchester).—Wauchope is an eastern Assiniboia province of Saskatchewan, and can be reached by railway from Regina by the Arcola and Moose Mountain section of the C.P.R.

A. B. Lane (Limerick):—The book you refer to does not appear to be known in England. Messrs. E. M. Renouf, of St. Catherine Street, Montreal, or any other Canadian publishers will doubtless be able to get it for you.

R. W. (Cambridge).—There are over four hundred meteorological and magnetic stations throughout Canada. The average mean temperature in Ontario in summer is 63, in winter 19.8; in British Columbia, summer 61, winter 32.4.

A. C. D. (Holborn).—The Thomas Eaton Company, of Toronto and Winnipeg, is believed to be the largest departmental store in the British Empire. In Toronto, its building covers an area of 25 acres, and in Winnipeg of 10 acres, and the employees number nearly 10,000.

T. G. B. (Tiverton).—The last Dominion census was taken in 1901; the next will be taken in 1911. In 1901 the Roman Catholics totalled 41 per cent. of the total population, largely owing to the preponderance of French-Canadians in the Province of Quebec. The most numerous Protestant body were the Methodists, then Presbyterians; the adherents of the Anglican Communion ranking third.

R. E. C. (Gainsborough).—The principal townsites at present settled along the new Grand Trunk Pacific Railway are at Rivers, Manitoba; Melville and Watrous in Saskatchewan; and Wainwright and Edson, in Alberta. Prices for lots range from $50 to $400 at these divisional points on the G.T.P system. Address: Mr. G. U. Ryley, Land Commissioner for the Grand Trunk Pacific Railway Co., Winnipeg.

CORRESPONDENCE.

The Editor welcomes expressions of opinion from correspondents upon all subjects of Canadian or Imperial interest. Letters should be written upon one side of the paper only, and should be as short as possible.

The views expressed by correspondents are not necessarily endorsed by the Editor.

THE VALUE OF WESTERN WHEAT LANDS.

To the Editor of Canada.

Sir,—In reply to "Seventeen Years in Alberta," I think the reason why the average British investor does not buy land in Canada, except in the form of shares in the various land companies, is the fact that he has not the time to go out to Canada to make investigations on the spot, and as he does not care to buy a pig in a poke he leaves this form of investment to those living in the country.

Take my own case. I have, say, £500 or £1,000 to invest, and it fairly makes my mouth water when I am told of the 100 per cent. profits which are to be made by buying land in Canada and holding it for a few years. But how am I to go about it? I cannot on account of family and business ties go to live in Canada and become acquainted with the laws and values in regard to land, and I do not know any business firm I should care to trust to buy the land and fix its value without seeing it myself. Although, doubtless, there are many firms who would do this in a conscientious manner, still the Britisher has been bitten so often that he has got rather shy.

I should also like to invest in a few of these 6 to 8 per cent. mortgages that one hears about, but am prevented by the fact that I do not know how I should get at the true valuation of the property I am lending my money upon mortgage.

If "Seventeen Years in Alberta" will explain how the small private investor living in this country should set about making investments in Canadian land and mortgages, I am quite sure he will do much to make the Britisher take a hand in the deal.—Yours faithfully,

Small Investor.

* * *

THE PROPOSED GEORGIAN BAY CANAL.

In the course of a discussion in the Dominion House of Commons on the Georgian Bay Canal project, Mr. White, who introduced the question, declared that to deepen the St. Lawrence system would cost $200,000,000, and that far greater national results with less expenditure would be secured by the Georgian Bay waterway. He urged (says the Toronto correspondent of the *Times*) that, if the Government could not proceed at once with the work, it should be turned over to a private company. The project was generally supported by members representing the north of the country. The Hon. W. S. Fielding, while believing that, with the tremendous expansion of business, the country would be able to handle the enterprise, did not think it should be pressed to a decision at the moment. He believed the country should go slowly in order that the financial position should be strong before such a heavy burden was assumed.

SIR GEORGE DRUMMOND'S ESTATE.

The estate of the late Sir George A. Drummond will be divided equally among the three sons, Huntley, Guy, and Arthur, and Lady Drummond. The Sherbrooke Street residence is placed at the disposal of the widow. The estate is estimated at $6,000,000.

MR. ANDREW T. TAYLOR'S TRIBUTE.

Mr. Andrew T. Taylor, R.C.A., the well-known Canadian architect, contributes to the *Times* an appreciation of his late brother-in-law, Sir George Drummond.

"He was," writes Mr. Taylor, "one of Canada's greatest men—trusted and consulted on high affairs of State by his Gracious Majesty's representative and by leaders of both parties.

"In later years he stood rather aloof from the strife of politics, but in high finance, in large commercial matters, and in all patriotic and public-spirited efforts he was an acknowledged leader. He was of the best type of Empire-builder—a man of absolute integrity, of sound, swift judgment, of great energy, with a noble courage; he believed in the great future of Canada when many doubted, and was the pioneer of numerous enterprises that have since been of great benefit in its development.

"As one intimately associated with him for many years in Montreal, I can speak of his great kindness of heart, which he sometimes tried to cloak under an occasional brusque and incisive manner to those who did not know him well. Many have to thank him for numerous unostentatious acts of kindness and charities quite unknown to the public. . . . As was truly said, he was the *doyen* of Canadian collectors. For one immersed in the business life of the community as he was, he had a wonderful knowledge of art which was true and discriminating."

* * *

OBITUARY.

News has been received from Montreal of the sudden death of the Hon. George Barnard Baker, K.C., a Conservative member of the Canadian Senate, at the age of 76. He was of United Empire Loyalist descent, and his father, the late Mr. William Baker, represented Missisquoi in the Parliament of Lower Canada from 1834 to 1837. Mr. Baker was born at Durham, in the Province of Quebec, and was educated at Bishop's College, Lennoxville. Called to the Bar in 1860, he became one of the leading counsel who practised in the Eastern Townships. Ten years later he entered the House of Commons for the constituency which his father had represented. He was appointed as Solicitor-General of the Province in the de Boucherville Cabinet. In 1896 he was summoned to the Senate by Lord Aberdeen.

The death of Mr. John Charlton, formerly a member of the Dominion House of Commons, is announced. Mr. Charlton, who belonged to a Northumbrian family, was a successful lumber merchant. He entered the Dominion House of Commons as a Liberal for North Norfolk in 1872, and retained the seat for a great many years. He took a great interest in social problems, and was one of the founders of the Dominion Lord's Day Alliance.

The death has occurred of Mr. Stewart Houston, manager of the Massey Music Hall, Toronto. He was about forty years old and was widely known. He was a brother of Mr. Edward Houston, manager of the Imperial Bank at Ottawa.

CANADIANS IN LONDON.

The following have registered at the Office of the High Commissioner, 17, Victoria Street, S.W.

C. E. Robitaille, Salmon Arm, B.C.—c/o C.P.R., 62, Charing Cross

E. A. Wyse, Quebec—c/o C.P.R., 62, Charing Cross

William I. Gear and the Misses Gear, Montreal—Victoria Hotel

Miss Strachan, Montreal—Victoria Hotel

Rev. W. Harold Stacey, Toronto—41, Doughty Street, W.C.

Mrs. F. S. Milson, Picton, Ont.—"The Orchard," Harrow-on-the-Hill.

G. R. Viets, Glace Bay, N.S.—Ivanhoe Hotel.

Mr. and Mrs. L. Fenning Taylor, Ottawa—2, Granville Place, Portman Square.

Harcourt Smith, Quebec—Hotel Metropole.

Mrs. J. J. Browne and Miss Browne, Montreal—2, Granville Place, Portman Square.

Norman L. Jacob, Edmonton—149, Edgware Road.

R. Brodie Anderson, Winnipeg—Hotel Cecil.

J. E. McAllister, Winnipeg—Ivanhoe Hotel.

Miss E. C. Benson, Port Hope, Ont.—2, Commercial Road, Peckham.

Mr. and Mrs. J. S. Hough, Winnipeg—Hyde Park Hotel.

Mrs. Widder and the Misses Widder, Goderich, Ont.—14, Cambridge Terrace, Hyde Park.

Miss Adele Nordheimer, Toronto—2, Granville Place, Portman Square.

R. Randolph Bruce, Windermere, B.C.—"Kelvin," Dacres Road, Forest Hill.

The Misses Grier, Montreal—87, Victoria Street, S.W.

Mr. and Mrs. Albert Whyte, Vancouver—2, Granville Place, Portman Square.

Rev. J. A. and Mrs. Logan, Vancouver—23, Montagu Street, W.C.

E. K. Spinney, Yarmouth, N.S.—Hotel Cecil.

The Misses Massue, Varennes, P.Q.—Hotel Wilton.

Mrs. Godfrey Booth and Miss Booth, Victoria—64, Gloucester Place, Portman Square.

Mrs. Paul Strong, Peterboro', Ont.—29, Blenheim Road, Abbey Road.

The Hon. L. A. Taschereau, Quebec—Hotel Cecil.

A. H. FitzRandolph, Fredericton, N.B.—Strand Palace Hotel.

Mr. and Mrs. W. F. Alloway, Winnipeg—Carlton Hotel.

W. G. Middleton, Toronto—Grand Hotel.

H. S. Holcroft and Miss Holcroft, Toronto—Carlton Hotel.

R. Louis Gibson, Toronto—Carlton Hotel.

The following have registered at the Office of the Agent-General for Nova Scotia, 57A Pall Mall

A. S. Burgess, Canning—"Gosperon," Acton, London

Edward S. Doering, J.P., Centreville—64, St James Street, W.C.

The following have registered at the Office of the Agent-General for British Columbia Salisbury House, Finsbury Square

Archibald D. Tennant, Vancouver—Junior Constitutional Club

C. B. Broad—166, West Hill, Putney

Frederick A. Taylor, Atlin, B.C.—Waverley Hotel.

James H. Taylor, Victoria—Waverley Hotel

Rev. J. A. and Mrs. Logan, Vancouver—23, Montagu Street, W.C.

Mr. and Mrs. Albert Whyte, Vancouver—2, Granville Place, Portman Square.

Frederick Irving Taylor, Victoria—14, Minford Mansions, Rockley Road, W.

Mr. and Mrs. Albert T. Griffiths, Victoria—Strand Palace Hotel.

The following are also in London:—

W. Brodrick, Toronto—Hotel Russell.

C. W. Buchanan, Montreal—Piccadilly Hotel.

F. E. Hall, Montreal—Hotel Russell.

E. Hodgson, Victoria—Hotel Russell.

Mrs. L. K. Jones, Toronto—Hotel Russell.

Ed. Langmuir, Toronto—Hotel Russell.

Mr. and Mrs. D. L. McCarthy, Toronto—Piccadilly Hotel.

*

GARRICK THEATRE.

"Dame Nature" (an adaptation of "La Femme Nue"), at the Garrick, still continues to attract enthusiastic audiences. The story, if not exactly presented on this side of the Channel wholly in its original fulness, is one of absorbing interest to all to whom a conflict of elementals is something worth witnessing. Miss Nancy Price and Mr. Ernest Leicester sustain their respective rôles with convincing ability, while Miss Ethel Irving makes the most of a magnificent opportunity afforded her by a character which, if perhaps not quite in sympathy with her own particular style and temperament, is full of pathos.

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In the meantime hospitality is offered to members by the Ladies' Imperial Club, 17, Dover Street, W. (ladies); and the Grosvenor Club, 1a, Dover Street, and by the United Empire Club, 117, Piccadilly, W. (gentlemen).

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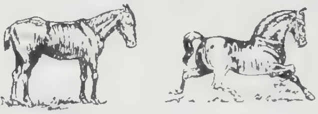

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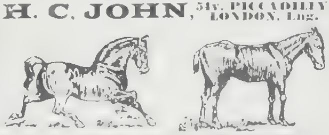

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending January 29, and also for the corresponding week in 1909.

	lbs. 1910.	lbs. 1909
City of Cobalt	—	155,840
Cobalt Central	41,290	41,238
Colonial	63,000	—
Crown Reserve	123,071	160,700
La Rose	123,500	320,700
McKinley Darragh	46,027	121,500
Nipissing	306,852	525,000
Temiskaming		130,000
Trethewey	65,000	
T. & H. B.	—	60,000
Totals	769,409 (384 tons)	1,515,068 (757 tons)

BRITISH COLUMBIA.

The following were the shipments during the week ending January 29

BOUNDARY.

	Tons
Granby	25,927
Mother Lode	9,408
Snowshoe	5,191
Total	40,526

ROSSLAND.

Centre Star	3,643
Le Roi No. 2	556
Le Roi	581
Velvet	41
Total	4,821

SLOCAN-KOOTENAY.

Blue Bell	198
Summit	3
Whitewater	42
St. Eugene	618
Standard	3
Richmond-Eureka	134
Queen	23
Emerald	96
Silver Cup—Ferguson	46
Ruth	23
Rambler Cariboo	45
Maestro	55
Yankee Girl	262
Granite-Poorman	30
Mother Lode	90
Silver King	549
North Star	126
Highland-United	31
Eastmont	81
Utica	14
Rico	7
Arlington	7
Lucky Boy	3
Duncan	6
Rambler	4
Sullivan	76
Total	2,529

SMELTER RECEIPTS.

Granby	25,927
B. C. Copper Co.	9,408
Consolidated Co.	12,619

SALE OF PORCUPINE CLAIMS

It is stated that Messrs. McCornick Bros., a well-known brokerage firm of New York, have agreed to pay $1,500.000 for the Wilson claims in the Porcupine gold country. This is the first big deal announced from the Porcupine camp

Coniagas Company Dividend.—The quarterly dividend due February 1 has been passed by the directors

Le Roi No. 2.—The directors have declared an interim dividend of 2s. per share, free of income-tax

A Reported $11,000.000 Deal.—It is stated that the Canadian Northern Railway, backed by Mr. Pierpont Morgan, has purchased Dunsmuir coal lands in British Columbia for the sum of $11.000,000.

GUARANTEEING AN OVERDRAFT.

On Saturday last the Court of Appeal dismissed an appeal, with costs, in the case of the Bank of Scotland v. The New York and Continental Line, Mr. William Mackenzie, President of the Canadian Northern Railway, and Robertson, Shankland and Company, against an order giving judgment in favour of the plaintiff bank on a claim for £32.138 12s. 2d., and refusing leave to defend the action. Mr. Robert Robertson Shankland denied that the firm were indebted to the plaintiffs in any sum. The guarantees in question were signed by the firm with the knowledge of the plaintiff bank as agent for the defendant William Mackenzie. Counsel contended that the question which ought to be tried was whether or not the bank were aware of this arrangement between the appellants and Mackenzie. Their lordships, however, refused to admit this contention, and dismissed the appeal accordingly.

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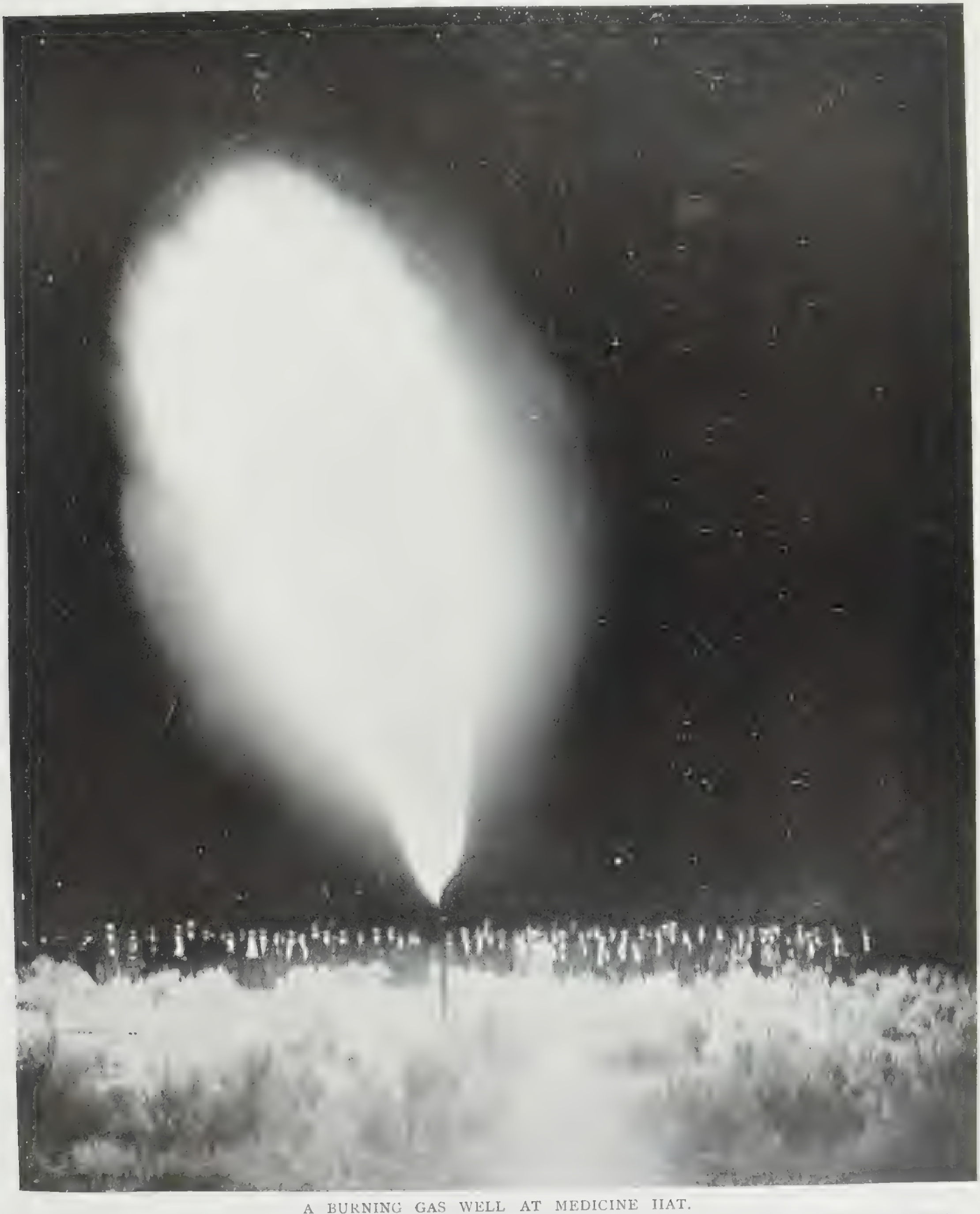
Hon. JAMES S. DUFF, Minister of Agriculture, Parliament Buildings, Toronto

CANADA

No. 216. SATURDAY, FEBRUARY 26, 1910. Vol. XVII. 6D. WEEKLY.

IN THE CITY OF NATURAL GAS.



A BURNING GAS WELL AT MEDICINE HAT.

This well yields 3,000,000 cubic feet of gas every twenty-four hours, giving heat equivalent to that obtained from the use of 151 tons of coal. The well was lit for the edification of the delegates to the Convention of the Union of Canadian Municipalities which met in the city in July last. The height of the flame is 125 feet, and only a quarter of the pressure available was used. (See page 230.)

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
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NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

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A LESSON AND A WARNING.

THE coming into effect of the Franco-Canadian Commercial Convention has been immediately followed by another step on the part of the Dominion in the same direction. In return for the placing of certain Canadian goods on the German conventional tariff list, Canada has agreed to repeal the surtax of 33⅓ per cent. upon imports from Germany. It is true the two Continental countries are not being placed on the same footing under the new arrangements. France is now under the intermediate tariff, with import duties of from 12 to 25 per cent.; while Germany will come under the general tariff, with duties of from 13 to 30 per cent., as against those from 17 to 40 per cent. to which she has been subjected under the surtax tariff. Under the preferential tariff enjoyed by Great Britain, it may be recalled, the duties are from 10 to 20 per cent. But the agreement with Germany is only provisional. It is intended to lead up to a further and more extensive bargain, by which Germany will be at least admitted to the same commercial privileges as France.

Little surprise can be felt at this turn of affairs. It has been in the air for some time. The only thing which could have averted it would have been a different result of the general election in Great Britain. There may not be the connection of cause and effect between the two, but the coincidence is too striking to be overlooked. In the words of the *Daily Mail*, "Had the people of England returned a working majority for Tariff Reform, this step might never have been taken, so that we have only ourselves to blame for any loss of British trade that may follow." The way for the agreement has been paved by the astute Germans. The visit last autumn to the Dominion of delegates from the Berlin German-Canadian Economic Association was only one straw showing how the wind was blowing. The Germans may have had to abandon the position they took up twelve years ago—that the granting of preference to Great Britain was unjustifiable from a commercial point of view—they may not have got all they wanted, but they have at least got some of it.

It remains to be seen whether the better part of the bargain has fallen to them or the Canadians, who have so keenly fought a long-drawn fight. The Dominion has, of course, not been by any means blind to its own interests in taking part in the transaction. But the fact that only a selected list of Canadian articles are admitted under the German conventional tariff leaves the final balance doubtful. It cannot be overlooked that the remission of the surtax on German goods is directly opposed to the views expressed by the Tariff Committee of the Canadian Manufacturers' Association at the annual meeting last September. One thing in particular they saw was that, from an Imperial point of view, "it would certainly be unfortunate if at this juncture Canada were to strengthen the hands of Britain's most dreaded commercial rival by granting concessions which would be the means of transferring to that rival trade which is now being enjoyed by the Mother Country." That this will be the immediate effect of the new arrangement, unless British manufacturers show a great deal more enterprise than they hitherto have done in entering the Canadian market, is undoubted.

What more may happen should the Germans once get their foot firmly planted on the ladder in this way may be conjectured. As Mr. Richard Grigg, the Special Commissioner of the British Board of Trade, said in his report upon the conditions and prospects of British trade in Canada—"Should more amicable commercial relations be made between Canada and Germany, and the advantages of the intermediate tax be extended to the latter (or even the surtax alone be removed), there cannot be the slightest doubt that a determined and skilful effort will be made to capture for Germany a large share of the Canadian market."

The picture drawn by the *Standard's* Berlin correspondent is surely vivid enough to make even the most sluggish-minded Briton think. As a result of what has happened, Germany, he says, "will invade Canada, and German commercial travellers will sell the Fatherland's goods under cost until an inroad has been made on the trade with Great Britain. Germany hopes in course of time even to be able to persuade Canada to discontinue her preferential treatment of Great Britain. A vast scheme will be developed to woo Canada by devoting German capital towards the development of mines and industries in the Dominion, and by increased German emigration to Canada, where representatives of the German race already number nearly half a million. A severe blow is likely in the near future to be dealt to the British shipping trade with Canada, as the large German shipping companies are maturing plans for a regular line of fast steamships to carry emigrants and goods from Germany to Canada, and thus break the monopoly now held by Great Britain. Canadian exports to Germany are likely also to show a large increase." The *Tageblatt* significantly remarks that the "recapture" of the Canadian market

"BRITISH TRADE IN CANADA": Hints to Manufacturers and Travellers. Published by the "Canada" Newspaper Company. Price 1/-

is "the one ray of light in our otherwise dismal fiscal policy."

For the Mother Country the agreement provides both a lesson and a warning; and this aspect of the matter has been very properly emphasised by the British Press in dealing with the new agreement. The tariff fight between Germany and Canada has proved how effective the "big revolver" policy can be. It is interesting to note that from 1903 to 1910, while it was in progress, German trade with Canada decreased from $14,000,000 to $6,000,000. Canada, too, emerges from the fight after having at least gained the principle upon which she insisted. What we have been shown, as the *Saturday Review* points out, is what may be done by "the sort of retaliation approved by Adam Smith himself." It is open to Great Britain to adopt the same methods as have been applied by Canada and Germany to their mutual satisfaction.

There is a clear warning to British statesmen in this long struggle from which the Mother Country has been standing aloof. If the Empire is to stand together and Imperial trade be preserved, the Mother Country and the Oversea Dominions must henceforth work hand-in-hand. "Unless," insists the *Daily Telegraph*, "we resolve at no distant date to give preference for preference, the best hope of the British Empire will be dead."

"French and German trade under these new treaties," says the *Saturday Review*, "will go ahead rapidly. Every franc and every mark of extra business will either be at the expense of Great Britain in the present, or provide a new difficulty as to preference in the future. To-day we might adopt Tariff Reform with preference; a few years hence we may have to adopt Tariff Reform without it. Other Powers are not blind to this, and are making the best of their opportunities whilst there is yet time."

NOTES OF THE WEEK.

No more Pilgrimages to Washington. There are to be no more pilgrimages from Ottawa to Washington. The Americans have awakened to the fact that they are in the position of suppliants rather than dictators. They realise that if there is to be any tariff modification as between them and Canada, it is from them the initiative must come. The taking of the first step by the State Department at Washington towards opening negotiations in regard to the question is significant of this change of attitude. A communication has been sent to Mr. Bryce, the British Ambassador, in which regret is expressed that no steps have been taken by either Great Britain or Canada to place the United States in possession of facts to prove that the Dominion is entitled to the most favourable tariff rates. The United States, it is also stated, are ready to undertake negotiations, preferably with Canada direct, but, at any rate, in some way acceptable to Canada, in order to avoid, if possible, the automatic application on April 1 of the maximum duties of the Payne Law to Canadian commodities. The form this will take has not yet been decided upon, but it is suggested that American experts should be sent to Canada to collect *data*, and also meet a Board of Canadian experts at Ottawa to arrange details. Canada, however, need not put herself about as to this in the meantime. The ground taken up by the Canadian Government, according to the *Times* Washington correspondent, is that no undue discrimination is exercised against the United States by the new treaty with France, that negotiations are superfluous so far as she is concerned, and that all that remains to be done is for President Taft to issue a proclamation entitling her to the continuance after March 31 of the minimum rate under the Payne Law. Besides, the Dominion has the whip hand of the United States in the matter. As the *Morning Post* points out, "A tariff war with Canada would be more injurious to the United States than to Canada. During the last fiscal year the United States exported to Canada goods valued at $36,000,000, and imported from Canada goods valued at $18,400,000. In other words, for every dollar spent by the United States in Canada, Canada spent two dollars in the United States." Canada, therefore, can well afford to await further overtures from Washington.

* * *

London as an Imperial Social Centre. London is still badly in need of a club which would rank as an Imperial social centre in the fullest sense of the term. Praiseworthy attempts have been made from time to time within the last few years to establish Imperial clubs. Several, indeed, exist at the present moment; but none of them, so far, has apparently been able to attract the class of members whom prominent men from the Oversea Dominions would be anxious to meet. The reasons in one case may be different from those in another. One broad fact, common to all, cannot, however, be overlooked. Mere membership of a club—especially a club of this kind—will not make it a success. Its members must take an intimate interest in its affairs and give it warm personal support. Absentee members are almost as disadvantageous to a club as absentee landlords to a rural community. It is a thousand pities such a state of matters should exist in the heart of the Empire. If it is impossible to get the class of men referred to to make use of these newer clubs, a clear duty lies before the famous clubs of London They must show their desire of cultivating the true Imperial feeling by re-modelling their rules so as to extend to residents of standing in other parts of the Empire hospitality on the same terms as is the custom with the best clubs in Canada and Australia. This question of improving the existing Imperial clubs, or of enabling members of the great London clubs to extend a wider hospitality to overseas visitors, is made all the more insistent by reason of the holding of the Festival of Empire at the Crystal Palace this summer. We shall be pleased to publish in the columns of *Canada* suggestions as to how such an end may best be achieved.

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Forging Ahead. In our pages this week devoted to matters affecting Canadian real estate, many proofs are given of the marvellous rate at which the cities and towns throughout Canada are forging ahead. Looking at these, there seems nothing far-fetched in the idea that by the end of the century the centre of gravity of the British Empire will be shifted from the Mother Islands to Canada. The growing prosperity of these centres of population is, for the most part, due to the enterprise and activity of those associated with their municipal management and their business circles. But behind this in nearly every case is the increased extent to which they are being served by means of transportation. Many of them, indeed, are the very children of the railways whose traffic they so abundantly swell to-day. The future of all of them, however, is not entirely dependent upon artificial development. One of these exceptions to the general rule is provided by the twin cities of Fort William and Port Arthur, on Lake Superior. As a Toronto contemporary points out, "they are the very gateway of the trade of the West. At whatever points on this side of the lake system the Western grain is transferred from the vessels, every ton of the freight they bring along Canadian channels from the Canadian West must pass through Fort William or Port Arthur. These two cities receive the benefit of all the Western traffic that is divided among several ports on this side of the lakes. The Canadian Pacific Railway, the Canadian Northern Railway, and the National Transcontinental Railway, with their trunk and branch lines, rake the surplus produce of the whole West into the lap of these cities, to be sent onward to its market destination." Their future, in fact, is only conditioned by the development of Canada as a whole.

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Canadian v. British Mortgage Security. When will the British investor awaken to the advantages offered by Canadian mortgage loans over those to be derived from similar investments in Great Britain? Every now and then some unhappy people are having it brought rudely home to them that there is absolutely no guarantee in the Mother Country against fraud. The Inland Revenue stamp means nothing at all in this respect. A series of frauds in the Southampton district, involving a loss of £200,000 to innocent people through the granting of forged first mortgages on land and houses, furnishes a case in point. In some instances five, and even more, investors were induced to lend money on first mortgages on the same property. In Canada, on the other hand, every mortgage is registered, so that fraud of this kind is practically out of the question. Elsewhere in this issue will be found particulars as to the steps by which such an investment may be made by people in Great Britain who are alive to the advantages of Canada's excellent banking system. They have surely only to realise the fact that about 1½ per cent. higher interest can be obtained on Canadian mortgage securities to turn their attention to this form of investment.

* * *

Profitable Poultry Raising. Excellent service is being performed by our enterprising contemporary the *Daily Mail* in directing attention to the profits to be derived from properly organised poultry-farming in Great Britain. Both directly—as regards egg-laying and chicken-rearing—and indirectly—as regards improved fertility of the soil—the attention being given to better equipment in this direction is bearing good fruit. British poultry-keepers are vying with each other in setting up new records in all departments of their industry. In one instance, a Cheshire poultry-keeper received in one year an average of just over 170 eggs apiece from nine White Orpington pullets, bringing a minimum profit of 30s. a hen a year for eggs alone. In Belgium, the Secretary of the National Poultry Organisation was told of 300 chickens being sold in a single day at 15 francs (12s.) per couple. In Canada also the importance of poultry-raising is beginning to receive more attention than it has done in the past. It is a sign of the times that the suitability of certain districts for the carrying on of this industry is being dwelt upon as an attraction to settlers. Prominence, for instance, is given in a booklet issued by Messrs. Pemberton and Son, the well-known firm of real estate agents, at Victoria, B.C., to the advantage possessed in this connection by Vancouver Island over most other districts by the continuous supply of green food to be had out-of-doors all the year round. "Never," they state, "have the prospects been brighter for the poultry industry than at present. The high prices will no doubt continue, and the man who uses common sense in taking care of his stock will have a good investment on his hens. We believe that the poultry industry is one of the best fields for a young man to enter who is not afraid to work, and who is willing to learn the business from the bottom up." Messrs. Pemberton and Son cite the result of experiments which work out a clear minimum profit of six cents on each bird per week. This would give a profit of over $3 per annum from each hen; while one farmer living on Vancouver Island obtained a net profit of $305, or $2 each, from 150 hens. These figures and the demand known to exist fully justify the confident views just quoted. They are, it may be noted, shared by Mr. M. A. Jull, Poultry Commissioner for British Columbia, who is convinced that, although poultry-raising is not at present its leading industry, it will acquire increasing prominence before many years have elapsed. If Mr. Jull's suggestion that a Provincial Poultry Association should be formed under the supervision of the Government is acted upon, poultry-raising will undoubtedly receive a decided stimulus in the Province.

* * *

Valuable Work of Publicity Bureaux. Though the Dominion and Provincial Governments bear the brunt of the campaign waged on behalf of Canada in the United Kingdom by the extent of their advertising and the scope of their organisations, we are apt to lose sight of the value of the work being done and still to be accomplished in the same direction by Committees of Boards of Trade and publicity bureaux, operating under various names, in most of the rising Canadian cities. Naturally the agencies of the various Governments are more concerned in drawing attention to the great common need of more agricultural labour and more female domestic help. It has been left to the more private efforts of the business men in the growing cities of the West to make it known in the United Kingdom, through the literature and advertisements circulated by such bodies as the Winnipeg Industrial Bureau, the Hundred Thousand Club of another Western city, and the Fifty or Twenty Thousand Clubs of others, that there is room, too, for the manufacturer and the skilled artisan, and in many areas also for the unskilled with good muscles and ambition. The great difficulty with many an intending emigrant from Britain is to know exactly where it would be best for him to make for in such a big country. The man who is going to do best in the country of his adoption is the one who makes the most intelligent inquiry into the particular suitability of certain areas to his particular case, whether he be capitalist or workman, investor or settler. The more the existence of these publicity bureaux is advertised the better it will be for both Canada and Britain.

* * *

Now is the Time to Emigrate. Emphatic denials continue to be given in the Canadian newspapers regarding the wild statements current during the election campaign as to the state of the labour market in Canada. Montreal, as the nearest great seaport to the United Kingdom, is specially liable to be overcrowded with new arrivals, yet the Charity Organisation Society of that city and the labour exchanges agree in scoffing at the stories of inability to find work which have been current. The writers of the letters decrying the labour conditions in Canada are either wastrels and incapables or men too fastidious to take what they can get during the period when the season of the year or temporary causes have occasioned slackness in particular trades. As regards the coming season, there is general apprehension felt that there will be a dearth of labour, not only on the farm, but in the cities. At the same time, we do not advise anyone to emigrate who is not willing to take what he can get upon arrival until he has learnt to adapt himself to the different conditions which naturally prevail in the newer country. An artisan will frequently do better by keeping the fact of his being a skilled labourer quiet until he can locate himself in a neighbourhood where Trade Unionism is less active. There is not infrequently an organised attempt to discourage the British immigrant upon arrival in the larger industrial centres.

* * *

East and West. "East is East and West is West, And never the twain shall meet" is apparently the spirit in which a large number of Canadians in both quarters approach the future of the Dominion. Their concern is exclusively for the prosperity of their own province and its immediate neighbours, and they do not extend their good wishes to those situated farther away. They view with jealousy any possibility of the more remote provinces coming into the same street with them. It may, therefore, be easily understood that a certain remark of Dr. W. J. Robertson, ex Principal of the Macdonald Agricultural College, to the effect that the East would always be the dominant partner in the Canadian Confederation, has not gone down well in the West. One sentence especially in his address to the Toronto Canadian Club seems to have stuck in the throat of the Westerners. "When anyone lands in the West and says that it will be the dominant part of the Dominion in years to come, let them think of the fruit orchards of Nova Scotia, of New Brunswick, or of Ontario, with their contented women and their romping children," said Dr. Robertson. *The Province*, of Vancouver, promptly picks up the gauntlet. "Let us assure Dr. Robertson and his applauding Toronto audience," it says, "that we also have those things here. We have been told by competent judges that no better apples are grown anywhere than those produced in British Columbia, and as for contented women and romping children, Dr. Robertson cannot really understand what those expressions mean until he comes out here." And, having thus disposed of Dr. Robertson's concrete examples, our Vancouver contemporary boldly declares, in direct contradiction of his conclusions, that "It is the development of the West that makes up the difference between Canada as she was towards the close of last century and as she is to-day—that is the difference between progress and stagnation, between success and non-success regarded from a national standpoint." It is a nice little quarrel; but, if kept within the limits of friendly rivalry, it may result in good for the Dominion as a whole.

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MONTREAL CIVIC OFFICIALS' EXPENSES.

An Echo of the Champlain Celebrations.

A case arising out of the Quebec Tercentenary has been occupying the attention of the Judicial Committee of the Privy Council. This was the suit of Lapointe and others v. Larin, and was a petition on behalf of the appellants for special leave to appeal from a judgment of the Supreme Court of Canada, which, by a majority of three judges to two, reversed the unanimous judgment of the Full Court of Appeals for the Province of Quebec, and restored a majority judgment of the Court of Review, which had reversed the decision of the trial judge, who had decided in the petitioners' favour.

Sir Robert Finlay, K.C., and Mr. Atwater, K.C. (of the Canadian Bar), appeared for the petitioners; Mr. G. G. Stuart, K.C. (of the Canadian Bar), for the respondent.

The petition arose out of the expenses incurred by the journey of the Mayor of Montreal and his secretary to France to take part in the tercentenary celebrations held in connection with the founding of Quebec by Champlain. A sum of $1,500 was advanced from the city's funds for that purpose, but this failed to cover all expenses, the delegates claiming a further sum of $2,309, which, having been approved by the Finance Committee of the Council, was paid. A citizen, Mr. Larin, then instituted an action praying that the delegates might be ordered to repay to the city these sums, and that the petitioners (who were the members of the Finance Committee) should be unseated and disqualified for two years from acting as members of the council on the ground that the petitioners had committed a breach of an article of the charter of the City of Montreal.

In the present case the Committee, consisting of Lord Macnaghten, Lord Atkinson, Lord Collins, and Lord Shaw of Dunfermline, decided that special leave to appeal ought to be given on the usual terms.

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APPRECIATION OF PROFESSOR WILLIAM OSLER.

In *T. P.'s Weekly* there appears a warm appreciation of Professor William Osler and his work. Mention is made of the added prestige Oxford has won by the appointment of "the greatest medical teacher of his time," and tribute is paid to the inspiring influence of his teaching and his character alike. "It has," says the writer, "been his fate to give the most striking possible refutation of his own theory of old age—a theory, by the way, which merely sprang from an ebullition of post-prandial jocosity. At sixty-one he is a marvel of youthful vitality and elasticity. He brings with him into the musty lecture-room and pedantic common-rooms of Oxford a fresh breeze of virility and optimism and large humanity. He has shaken our old men, and sounded the charge to our young men, in the army of medicine, and, by the charm of his personality, he has wrought new links to bind together the old world and the new."

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NEWS BY CABLE.

Canada and the West Indies.

During the sittings at Georgetown (British Guiana) of the Royal Commission on Trade Relations between Canada and the West Indies it was stated that the colony would be satisfied with half of the preference granted by Canada, the other half going to the sugar refiners. In return the colony would be prepared to give imports from Canada a preference of 20 per cent.

The Canada-United States Fisheries Commission.

The United States Senate Committee on Foreign Relations has referred back the International Fisheries Commission's regulations to Mr. Knox, Secretary of State, on the ground that they would destroy the herring fishery on Lake Huron.

Winter March by Canadian Militia.

Under the personal observation of Major-General Sir Percy Lake, Military Adviser to the Dominion Minister of Militia, 148 officers and men of the permanent Horse Artillery at Kingston have carried out a three days' route march, with six guns mounted on sledges.

Shipping, Commerce and Finance: An Interview with SIR H. MONTAGU ALLAN, C.V.O.

SIR MONTAGU ALLAN, C.V.O., Vice President of the Allan Steamship Company, President of the Merchants' Bank of Canada, and director of many Canadian industrial companies in which British capital is interested, is a well-known figure in the business and social circles of the metropolis. Since the reorganisation of the Allan Line last year, by which the management has been placed more directly in the hands of the Canadian members of the firm, Sir Montagu has been making an exceptionally long stay in Great Britain.

Speaking to a representative of *Canada* last Friday, at the West-End office of the Allan Line in Pall Mall, Sir Montagu expressed the opinion that the most immediate need in connection with the Transatlantic service to Canadian ports was the construction of a dry dock at Quebec.

"There are now seventeen vessels running to St. Lawrence ports which are too large to enter the only existing dock at Levis, opposite Quebec, while the one at Halifax is over 800 miles away. It is probable that the Dominion Government will require still faster and consequently larger steamers to operate the next mail contract, so that the need becomes still more urgent. From the naval point of view, too," added Sir Montagu, "the construction of more docking facilities on our coast should, I think, precede the construction of big ships."

In reply to a question regarding the naval policy of Canada, as laid down by Sir Wilfrid Laurier, in his recent speeches, Sir Montagu said: "I believe the great bulk of Canadians are in favour of building the proposed vessels in Canada, where we have iron and steel in abundance, and the installation of a thoroughly equipped plant would give the needed impetus to the shipbuilding industry in Canada, which, in a few years, will undoubtedly develop enormously."

SIR H. MONTAGU ALLAN, C.V.O.

Asked as to the numerous rumours afloat regarding steamship amalgamations affecting Canadian lines and the construction of new vessels by the Allan Line, Sir Montagu replied: "I was surprised to see the rumours regarding our line repeated in the *Times* the other day, after the denials given by Mr. Hugh A. Allan (our chairman) and myself. Our relations with the Canadian Pacific Railway are most friendly. Their two fastest steamers will alternate with the *Victorian* and the *Virginian* in the performance of the weekly mail contract, which we hold from the Dominion Government, and we have just arranged to charter the *Lake Erie* for our direct service from Havre to Canadian ports. There is, however, no more truth in the rumours as to amalgamation or merging with our friends the Canadian Pacific Railway than there is in some statements I have seen that our fleet has been purchased by the Grand Trunk System, with which, by the way, we also have an excellent working arrangement."

"As regards the next mail contract," continued the Vice-President of the Allan Line, "of course everything hinges upon the requirements of the Government in regard to speed. The cost of running vessels at a higher sea speed than 15 or 16 knots increases at a great ratio up to 20 knots, and becomes enormous at 22 knots and over. It is not only the coal consumption and the extra labour, but the limited cargo-carrying space available, which makes such vessels unprofitable to run regularly without large subsidies. For a few voyages in the summer months when the passenger traffic is heavy both ways they may pay, but not in anything like the proportion to discount losses in the other seven or eight months of the year. Though several steamers larger than the *Mauretania* and the *Lusitania* are contracted for by British and German firms, you will have noticed that in all cases the speed limit is placed at considerably less than 22 knots, a fact which affords sufficient proof of the unsatisfactory financial experiences of companies which have indulged in 'record breaking' competitions. I fully expect," continued Sir Montagu, "that the Dominion Government will desire both the maximum and minimum speeds to be increased in the new contract shortly to be considered, but until we know what the views of the Government are more definitely it would be premature to put new vessels on the stocks. The class of steamers we build next will depend entirely upon the nature of the service they will be called upon to perform. The still further improvement of the direct line from Havre, which we operate, will also greatly depend upon the type of new vessel needed in the mail service."

Asked as to the possibilities of the Allan Line running a service to the Hudson Bay ports in connection with the proposed railway, Sir Montagu said: "It will be time to talk about that when the railway is within twelvemonths of its completion, and the same remark would apply to the rumours regarding the new Trans-Pacific services. I am convinced of one thing, namely, that Canadian freight and passenger traffic is going to increase so heavily in the coming years that there will be plenty of room for all of us without indulging in any reckless and ruinous competition."

Speaking as President of the Merchants' Bank of Canada, Sir Montagu Allan said: "You are aware that at our last meeting we took power to increase our capital whenever we consider the moment opportune. There is little difficulty in obtaining all the additional capital needed by our leading banks in Canada itself, generally from their own shareholders, at a high premium. I consider both the industrial and financial outlook excellent at the present time, and during no previous visit to the Old Country have I found so keen an interest taken in our affairs or so much anxiety shown to learn the details of the operations of many of our industrial concerns. People over here are learning to think of Canada as a country soon to have seventy, instead of seven, millions of industrious hard working people, and where there will then still be room for greater and greater expansion. Recent events in the political and commercial world over here have doubtless caused the question to be seriously asked by many, 'Can there be anything like the opportunities in the British Isles in the near future that there will be in Canada, no matter what legislation we pass?' The result is that we are getting a better and better class of emigrant and settler, men who study the future of their children. Capitalists great and small are seriously looking into our water powers, our undeveloped agricultural, mining, and timber lands, our fisheries and fruit-growing capacities. The men who come out and look over things on the spot are men who learn to share our optimism regarding the future of Canada."

Sir Montagu Allan, who is a director of the Montreal Street Railway, the Montreal Light, Heat, and Power Company, and the Montreal Investment Trust, and Royal Trust Companies, expressed his great satisfaction at the general result of the recent municipal elections in Montreal. He said: "I regret the defeat of one or two old members of the City Council, who had devoted much time and patience to an ungrateful task, but the great majority of the new Council are men devoted to the cause of honest municipal government. Moreover, the appointment of sound men of business—men such as Mr. Mr. Wanklyn as 'controllers,' will inevitably tend to an improvement in the finances of the City at home and its credit in the London money market."

Sir Montagu Allan alluded to the growing prospects of the iron, coal, and steel industries in Nova Scotia, and expressed his belief that if pending negotiations were successful there would be a great development of the work of the Acadia Coal Company at the port of Pictou, N.S. He also spoke of the prospects before the Labrador Company, which held the rights of the Mingan Seigneury, on the south shore of the St. Lawrence, and had large pulp-wood, mineral, and fishing areas to develop. The Canadian Paper Company was another industrial concern favourably commented upon. Its works are at Windsor, in the Province of Quebec, and to Mr. J. Kilgour, of Toronto, is due the credit for great recent developments in its operations.

Sir Montagu Allan is a director of the International Horse Show, held annually in London, to which he donates a trophy known as the Montreal Cup. His interest in sport in Canada is indicated by the fact that he is president of the Montreal Jockey Club, an ex-M.F.H. of the Montreal Hunt, and the donor of a challenge cup to the Amateur Hockey League.

Sir Montagu Allan returns to Canada by the R.M.S. *Virginian* on March 4.

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THE GRAND TRUNK PACIFIC STEAMSHIP SERVICE.

In an interview in London with a representative of *Canada*, Captain Nicholson, superintendent of the Grand Trunk Pacific steamship lines, stated that the company had purchased the Wilson line s.s. *Bruno* for its freight service between Prince Rupert, the Queen Charlotte Islands, and Portland Canal ports. By arrangement with the Dominion Government it will also inaugurate a mail service to those points; the round trip can be made in less than a week. The s.s. *Prince Rupert* is nearly ready for her trial trip on the Tyne, and her sister vessel, the *Prince George*, will be launched shortly, when it is expected Mr. C. M. Hays, the President of the Grand Trunk Pacific Railway, will be present, and Miss Hays will christen the vessel.

After completing details regarding the steamship organisation of the Grand Trunk Pacific on this side, Captain Nicholson will return to Canada by the s.s. *Baltic* on March 5.

THE BIRTH OF KINDERSLEY—I.

By
ARTHUR HAWKES.

The following is a graphic account, by one who was present at it, of the birth of a town on the plains of Saskatchewan. So short is the period that has elapsed since these small beginnings that it is difficult to realise that Kindersley is now a flourishing community with a full-fledged Board of Trade.

"HOW is Kindersley?" they asked, when I had returned to the hyper-sensitive civilisation of Saskatoon.

"Kindersley," I said, "is doing as well as can be expected" which is only part of the truth; for, according to the veracious *Phœnix*, Kindersley, begotten of a lively hope, at whose strenuous birth I was present on the 5th of October, had on the sixteenth day afterwards produced a mature, efficient, and performing Board of Trade.

The genesis of Kindersley—what was it? Who gave it that name? What is likely to happen to it?

Kindersley came out of the rolling, resistless tide of civilisation, which inevitably reached the last, best plains; where, when we were children, the buffalo, heedless of our approaching advent, mustered his concluding arrays, and walked funereally up and down the deep paths in which his unnumbered ancestors had walked. Half a century ago our forerunners wrote about "The Great Plain." We call it "The Great Saskatchewan Plains." To them it meant the thud of unshod, cloven hoofs; and a possible incursion of Crees and Blackfeet. To us it means rustling wheatfields, and box cars, and Kindersley, whose name the new-born adult Board of Trade has taken to itself.

EARLY DAYS AT KINDERSLEY: AT THE CORNER OF MAIN STREET AND RAILWAY AVENUE AT DAWN, OCTOBER 5, 1909.

Kindersley, to me, when, in the half-dead dawn I got off the first passenger train that had ever come so far, was redolent of dried dew-spread grass and soil that was newly heaped into a smoothened bed for steel. The moistened grass spoke to me of homesteaders, of prairie schooners and lowing herds. The steel bed carried my mind to London—to the silk hats, the gentle accent, the loaded, open purse of Lombard Street—to men who think in propositions, and who act in millions—to the force that brings the landless people and the peopleless land into contact; that makes the town of Kindersley; the Board of Trade of Kindersley; the Kindersley Hotel, and the whole Kindersley country a business asset for the Great Saskatchewan Plains, for Winnipeg, for St. Paul, for Toronto, for Liverpool—for all the world that eats bread.

You read this cable in the papers:

> "The entire issue of $4,500.000 was fully subscribed and the underwriters are entirely relieved. Subscriptions were more numerous than for any previous issue."

"And the underwriters are entirely relieved." Exactly! It explains the town of Kindersley. The underwriter is the pilot, the foundation, the roadbed if you like, for the farmer. The underwriter and his partners say: "If Captain Smith, the gentleman in the street, with a couple of thousand pounds to spare for good investment, doesn't care to take first-class Canadian securities just now, we'll take them: and the farmer shall have his railroad. Presently the farmer will make good, and Captain Smith, the gentleman in the street, will come to our way of thinking, and will invest his two thousand pounds."

I was with Darling and Spackman, two young professors of the most rare art of prairietown nativity. We were given mattresses and blankets in the caboose, which, in regions where the superintendent of construction is king, discharges the vital functions of a more ponderous, more luxurious private car. I shall not forget Superintendent Percival's kindness, or his humour, or his picturesque appreciation of the track and of the men who laid it for him. He was a blessed host for us, and we were far better fixed than the fellows who sat up in the paying part of the train. We came to the appointed place while sleep was still heavy upon us. Before the dawn came we were out looking for Kindersley—and for food.

Darling and Spackman had left the train ahead of me. They carried blueprints and application blanks and receipt forms. I saw them stumbling around in the grass trying to find the veritable floor of Kindersley. There was no station; and, apparently, nothing but a tent on the south side of the train. The tent was not for public resort. When we had moved around a little more, and Percival had come out of his travelling hotel, we learned that, three-quarters of a mile away, there was already a Kindersley Kindersley of the False Start—where we might find refreshment and, peradventure, some of the very solid romance of which it and the Kindersley of the Real Beginning are builded.

We plodded across to the tented burg. There hurried by us a big stout fellow carrying in each hand a fruit basket. In the one basket were as many bottles of harmless liquor as it would hold, and in the other a supply of provisions against a possible scarcity of nourishment.

"Hello," said Darling, "something good in the bottles?"

"No, siree," said the stranger, "nothing stronger than pop."

"And why bring pop so far?" asked Darling.

"O!" was the answer. "I was told there is no water in this country, and I didn't want to choke to death."

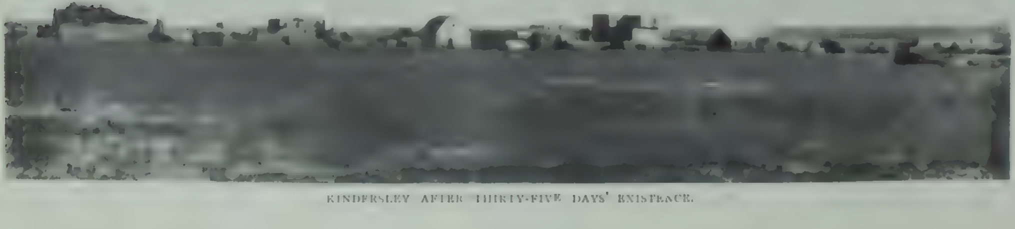
Darling laughed, for we had been drinking as good water as ever came out of smitten rock—water that has been brought up to the operated section of the line from a spring, hard by this selfsame spot.

We could not talk with our careful travellers because others were hustling along looking for breakfast; and none of us knew how little breakfast there might be among the tents. Our haste was not necessary except for the convenience of first sittings in the restaurants that had preceded us. We found ourselves in a sixteen by twelve structure with a box car roof; plentifully furnished with bacon and eggs, potatoes and bread, butter, milk, and tea; and run by a good Ontarian and his wife, who were foolish enough to charge only twenty-five cents for a meal. Behind me, piled on a sewing machine, was a gramophone which Darling, who is into everything—I have known him break into a deserted hotel at four o'clock in the morning, thinking it was eager for guests—must needs set in motion—and we had Harry Lauder without money and without price.

It was sun-up when we started out to explore Kindersley pro tem. Next our restaurant was the Union Bank, also a sixteen by twelve edifice with a box car roof. Medicine and Finance had combined, for the sign of Dr. Lord was also on the door. Under canvas near at hand was Mrs. Lord, rejoicing in the novelty, freedom, and prospects of her husband's profession.

Opposite was a tent with the name of a new and important hardware firm; next a grocery; and next the opposition hardware establishment, also under canvas. We went in. A man roused himself, on a simple bedstead in front of the counter. He said he was merely a thankful guest. The partners were housed in another tent twenty feet nearer the sun risen. Them we found, ready to dress when the oilstove should have boiled their kettle. They were a couple of young fellows, I think, of University production. They had brought nine tons of stuff by bull-team over sixty miles of prairie.

Mr. Rutley and Mr. Sims, of course, wanted to buy a good lot in the town. The first hotel site had already been sold. Two



KINDERSLEY AFTER THIRTY-FIVE DAYS' EXISTENCE.

banks were located, and a couple of lumber companies were unloading stock from the first freight train that had come in three days previously. Rutley and Sims wanted a corner. Besides, they wanted to be next a general store, whose proprietors would be more sympathetic with them than with their competitors.

While they talked with Darling the engine of our train began to sigh, as engines do when they are left alone.

"Gee!" says Rutley, "that sounds good to me."

"Yes," says Sims, "that's the music for your soul. Let's go and see her."

By seven o'clock we were on the sale-ground. Darling and his comrade brought from the train the table, suitcase, and document-satchel, and stood them right at the corner of Main Street and Railway Avenue—the spot to which all the wit, wisdom, and wealth of Kindersley surely gravitated as soon as the town began to take shape. While they were away—not fearing to leave the satchel in this land of strangers and honesty—I snapped the scene and present it herewith. The boulders you see are not surface boulders. They came from the cellar of Mr. Gusty's hotel, which you cannot distinguish the cellar I mean because holes in the ground can't be photographed at forty feet.

Look well at the table, for, verily, it was that day an altar-piece, the place whereon were deposited the first fruits of Faith in Kindersley. Men who would trade here cheerfully attested their confidence with one third down. The Townsite Agent attested his confidence in the To-morrow of this vacancy by signalling the balance in three annual instalments. So that, once more, is underwriting, not of the Lombard Street, silk hat, silk voice kind, but underwriting just the same and on a table that would sell for eighteen-pence in Lombard Street.

But the table would not be a lone instrument of sale. There must be Advertisement, Display, and Information—a place for the blueprint, which everybody wanted to see. Main Street and Gusty's hotel together didn't afford lodgment for a drawing pin. The only available place was the shack of the Lumber Company. The table and suitcase and satchel were brought near to it, and the blueprint fixed to the wall; and Darling began his discourse to the waiting crowd.

(To be continued.)

Tariff Agreement between Canada and Germany.

EFFECT OF MUTUAL CONCESSIONS.

AN important step has been taken with regard to the commercial relations between Canada and Germany. A tariff agreement has been signed at Ottawa by the Hon. W. S. Fielding, on behalf of the Canadian Government, and the Imperial German Consul, on behalf of the German Government. This will come into operation on March 1 next, and, while merely provisional in character, to be terminated at two months' notice, it is intended to pave the way towards a general commercial convention between the two countries. Negotiations towards this end are to be undertaken in the coming summer.

Under this arrangement Canada will, in return for a concession of certain items of the German conventional tariff, revoke the surtax of 33⅓ per cent. which has been levied on German produce in Canada since 1903. The items conceded to Canada by Germany are as follows:—Wheat, barley, oats, clover seeds, grass seeds, fresh and dried fruits, timber, sawn longitudinally, not planed, wood for casks, horses, cattle, sheep, fresh meat, lobsters, lard, meal, condensed milk, alimentary and consumable articles of all kinds, except beverages, in air-tight receptacles, calcium carbide, etc., wood spirit, leather, boots and shoes, wood pulp, and pasteboards. The German produce affected by the surtax consists chiefly of steel, bridge material, toys, pottery, porcelain, fancy goods of all kinds, and printed matter, such as picture postcards.

LOSS OF REVENUE BUT INCREASED TRADE.

Canada will lose a good deal of revenue from the abolition of the German surtax, says the Ottawa correspondent of the *Daily Mail*, but it is anticipated that the increase in trade which will result from the increased imports will make up for the loss in part. Since November 28, 1903, when the surtax came into force, it has yielded the Dominion almost £2,600,000. The largest amount collected in any one year was in 1907-8, when the receipts from the surtax amounted to over £400,000. When the surtax was imposed, trade with Germany had reached a high-water mark of over £2,800,000 yearly. Immediately it came into force there was a decline, until last year the imports from Germany were only £1,200,000, and the exports to Germany £300,000, the total trade being just about half what it was before the surtax went into force.

LORD STRATHCONA AND NEGOTIATIONS.

Outlining to a Press representative the whole course of the negotiations which have led up to the present agreement, Lord Strathcona, High Commissioner for Canada, said that under the treaty of 1865 it was stipulated that German produce should not be subjected, when imported into British Colonies or possessions, to any higher duty than the produce of the United Kingdom. The effect of that was to preclude any preferential treatment between Canada and the Mother Country; and on July 30, 1897, the treaty was denounced, and ceased to be operative on July 30, 1898. German goods thereupon became liable to the general tariff rates in Canada. The German Government took exception to that action, and imposed its maximum tariff on imports from Canada. Canada followed by imposing a surtax of one-third of the duty specified in the general tariff upon German imports. The result of that, added Lord Strathcona, was that much of the produce obtained from Germany at that time was afterwards got from Great Britain; but the surtax and maximum tariff had now been removed, and it was impossible yet to say what benefit Canada would reap.

Asked if Canada's latest commercial convention constituted a powerful argument for Tariff Reform in the Old Country, Lord Strathcona replied: "I don't know party politics at all. I represent Canada, and therefore cannot speak for the Government of Great Britain."

WELCOMED BY BOTH COUNTRIES.

"Any such arrangement as is now announced will doubtless be welcomed by both countries," said Mr. W. L. Griffith, Secretary of the High Commissioner's Office. "There are large and important communities in Canada of German extraction, and there naturally arises in these areas a special demand for goods of German origin, which, it it may be presumed, has been restricted by reason of the Canadian surtax."

Mr. G. M. Bosworth, a Vice-President of the Canadian Pacific Railway, now in London, said: "The new treaty is simply a return to the conditions which were pre-existent. That naturally will have some influence, I should say, in increasing trade."

Another prominent Canadian official pointed out that the removal of the surtax brought Germany back to the position of Switzerland and Austria. "There still remains," he said, "a preference in favour of British goods, but the advantage over German trade competitors is very much lessened as compared with the years 1897-1910. I do not think there is anything in the new situation which will tend to retard the commercial union of the Empire. Nor do I consider that in taking this step Canada is moving towards commercial independence. Every party in Canada, both Conservative and Liberal, is strongly in favour of a preferential tariff with the Mother Country. It is not a party question at all with Canadians. But it has long been recognised that this commercial war with Germany was doing them more harm than good. Now that more friendly relations have been established between them, it is quite reasonable to expect that a good deal of German money will be invested in Canadian enterprises which has hitherto been withheld owing to the strained political situation. German banks, for instance, will now consider that they have a free hand to support Canadian commercial undertakings. French and Dutch bankers have long taken advantage of this avenue of developing business, and there is no reason now why German bankers should not do the same. Another effect of the improved situation will probably be that Germany will remove the ban which has hitherto existed on the emigration of her subjects to Canada, a ban entirely due to the commercial war."

HOW IT STRIKES A BUSINESS MAN.

A prominent member of the London Chamber of Commerce said: "The Canadian-German agreement is a very important affair, and will no doubt greatly help the trade between the two countries. It is only a foretaste of what might come here if there is a change in our fiscal arrangements, and is a useful object-lesson of the advantages of reciprocal treatment between one country and the other. There is no doubt about it that the arrangement will be mutually beneficial to Canada and Germany, and it only shows that if you cannot get Free Trade all round, then it is in the interests of two countries who are large customers of each other to enter into some sort of reciprocal arrangement. That is how it will strike any practical business man."

Mr. Joseph Martin, M.P., formerly Premier of British Columbia, regards the removal of the surtax on German goods as an important indication of the commercial attitude of Canada generally: "Frankly," he said, in an interview with a Press representative, "I consider the removal of the surtax on German goods a wise step, and I think it would be an even wiser step to make similar arrangements with the United States. The removal of the surtax will not affect Great Britain very much, but, of course, it will assist the German manufacturers to compete on better terms with the British manufacturers fighting for the Canadian trade. Whether this is the right spirit to adopt towards the Mother Country does not enter into the question. In business you cannot be friends, and if it be in Canada's interests to take this surtax off German goods, then no one can blame her for so doing. From my standpoint, I look at it as being in the interests of Canada to remove this surtax, but then I am in favour of the reduction of all these tariffs."

EMPIRE MUSIC COMPETITION.

The award of the judges—Sir Frederick Bridge, Mr. Allen Gill, and Mr. Hamilton Harty—in the competition for the prizes recently offered by Dr. Charles Harriss for the best choruses expressing the Imperial idea in music, has now been announced. Thirty-one MSS. were submitted, and the first prize of £50 is awarded to Mr. Percy Fletcher (who also was the prize-winner in another recent musical competition). A further prize of £20 is awarded to Dr. Cuthbert Harris. The prize choruses will be performed at this year's Empire concert, which Dr. Harriss will direct.

Mr. Louis F. Scholes, of Toronto, who won the Diamond Sculls in 1904, has informed Mr. N. B. Colcock, the Ontario Government Agent, that it is his intention to compete at Henley again this year. Mr. Scholes competed at the Olympic regatta, but lost his heat to Herr von Gaza, of Germany.

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FRED. C. SALTER, European Traffic Manager, Grand Trunk Railway System.

GENERAL OFFICES: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication

Sir H. Montagu Allan, C.V.O., who returns to Canada by the R.M.S *Virginian*, on March 4, is to have the honour of a presentation to the King at the Levee to be held on March 1. Lady Allan will reside at Templeton, Priory Lane, Roehampton, during the next few months

* *

The condition of Professor Goldwin Smith gives rise to the greatest anxiety, and it is feared that owing to his advanced age his chances of recovery are not very hopeful. Inquiries regarding his condition continue to pour in from all parts of the world. Long bulletins regarding the condition of the patient are sent daily to the King

* *

The late Mr. Archer Baker, European manager of the Canadian Pacific Railway, left estate in the United Kingdom of the gross value of £12,552, of which the net personality has been sworn at £11,151.

* *

The Newfoundland *Royal Gazette* contains the following: "His Majesty the King, by warrant and royal sign manual, has been pleased to appoint the following gentlemen to be members of the Legislative Council of this colony: William Carson Job, Esquire; John Alexander Robinson, Esquire; Marmaduke George Winter, Esquire."

* *

At the Church of St. Mary, The Boltons, South Kensington, last week, the wedding took place of Mr. Hugh N. Hunter, son of Mr. Curling Hunter and nephew of the Bishop of Quebec, and Miss Dorothy Tucker, daughter of the late Mr. Leslie Tucker and of Mrs. Tucker-Ross, of Clovelly, Richmond.

* *

The marriage arranged between Mr. Robert C. G. Roberts, youngest son of the late Rev. R. J. Roberts, of Kuper Island, B.C., and Miss Rose M. Prentice, youngest daughter of the late Judge Prentice, Q.C., and Mrs. Prentice, Greystoke, Surbiton, will take place in British Columbia early in May.

* *

Dr. C. A. E. Harriss, who is organising a tour of the Empire with a special choir, is now in England.

* *

The funeral of the late Sir George Drummond was attended at St. John's Church, Montreal, by a notable gathering. Earl Grey was represented by Lord Lanesborough, aide-de-camp, who, with Sir Charles Fitzpatrick, Sir Edward Clouston, Mr. R. McD. Paterson, and Mr. J. R. Cowans, of Springhill, walked with the mourners. Among the sympathetic messages received were telegrams from Earl Grey, Sir A. P. Pellettier, Sir Wilfrid Laurier, Sir Lomer Gouin, Sir Charles Fitzpatrick, Sir George Garneau, Lord Strathcona, Lord Mount Stephen, Mr. R. L. Borden, and many of the members of the Dominion Senate.

* *

The appointment of Mr. John D. Swanson, of Kamloops, B.C., to be Judge of the County Court of Yale, and to be a local Judge of the Supreme Court of British Columbia is gazetted. Judge Swanson takes the place of Judge Spinks, superannuated.

* *

Captain Peter Elliston, R.C.A., Victoria, has been appointed a member of the British Columbia Board of Horticulture, in the place of Mr. W. E. Scott, resigned, to become Deputy Minister of Agriculture.

* *

Mr. C. M. Hays, President of the Grand Trunk Pacific Railway, was to sail for England to-day (Saturday).

Princess Christian has graciously consented to open the "Ideal Home" Exhibition at Olympia, on April 8 next. In the exhibition, which will remain open until April 28, a considerable amount of space will be devoted to cottage industries, home industries, and arts and crafts

* *

Probably never before in the history of Montreal has so much importance been attached to the office of Mayor as at the recent municipal election, or so much general satisfaction been expressed at the success of any aspirant to that honour as that which has attended the return, over the Hon. J. P. B Casgrain, of Dr. James J. E. Guerin, the candidate of the Citizens' Committee, which had been organised as a result of the sensational revelations of municipal corruption embodied in the famous report of Mr. Justice Cannon

DR J. J. E. GUERIN, THE NEW MAYOR OF MONTREAL.

Dr. Guerin is the son of the late Thomas Guerin, C.E., of the Department of Public Works at Ottawa, and was born in Montreal in 1856. Receiving his early education at the Montreal College, he obtained the degrees of M.D., C.M., from McGill University, and has since been in active practice in Montreal, where he is also attending physician to the Hotel Dieu hospital, Professor of Clinical Medicine in Laval University, and a member of the Provincial Council of Public Instruction. Dr. Guerin was elected President of the St. Patrick's Society in 1895, and was re-elected in the following year, while in 1895 also he was returned to the Provincial Legislature for Montreal Centre. Re-elected at the general elections in 1897, he was called to Mr. Marchand's Cabinet as a Minister without Portfolio. In the general elections of 1900, Dr. Guerin was returned by acclamation, but after completing his second session, contested the seat unsuccessfully, in 1904, against Mr. M. J. Walsh, the present local member for St. Ann's division. He was appointed a delegate to the Irish National Convention held in Dublin in 1896. In religion a Roman Catholic, Dr. Guerin married in 1883 Mary, daughter of Mr. James O'Brien, of Montreal, who died in 1886. He is a frequent contributor to medical journals, and is chief editor of a journal published in French on medicine and surger He is a member of the Knights of Columbu of the Catholic Mutual Benefit A ociation and of the Canadian Order of Forester

* *

Among the guests at the dinner given la Saturday at 4, Carlton Gardens, by the Rt Hon. A. J. Balfour, M.P., as Leader of th Opposition, was Mr. A. Bonar Law, M.P. Th reception given by the Marchioness of Lan downe at Lansdowne House afterwards wa attended by Sir Gilbert Parker, M.P., and Mr. Donald Macmaster, M.P., K.C., who wa accompanied by Mrs Macmaste

* *

Mr. and Mrs. C. R Robertson, after attending the reception at Lansdowne House, went on to Wimborne House, where the Hon. Mrs Ivor Guest received on behalf of the Ministerial leaders

* *

Miss Grace Smith, a clever English pianist gave a recital in the Conservatoire of Musi at Toronto a short time ago, under the patronage of the Governor-General and Countess Grey, and the Lieutenant-Governor of Ontario, and Mrs. Gibson.

* *

Mr. Frederic Shipman has completed arrangements for the appearance of Mme. Melba next October at Brandon, Calgary, Edmonton, and Saskatoon, as well as in Winnipeg.

* *

Lt.-Col. R. K. Scott and Mrs. Scott and family are returning to England shortly after a residence of three years in Ottawa, during which time they have made many friends who greatly regret their departure.

* *

Mr. and Mrs. A. F. Rutter, of Toronto, have left for the Mediterranean. They intend spending the remainder of the winter in the south of Europe, returning home some time during April.

* *

Mr. R. G. Reid, President and General Manager of the Reid Newfoundland Co., accompanied by Mrs. Reid, is expected in England next week.

* *

Mr. Alfred L. Burt, son of Mr. C. K. Burt, of Toronto, and a fourth-year student at Victoria College, has been awarded the Rhodes Scholarship for the University of Toronto.

* *

Mr. H. R. L. Henry, Manitoba College and Queen's, a Rhodes Scholar from Manitoba, was a member of the Association football team which represented Oxford University against Cambridge, on Saturday, at Queen's Club, in the annual inter-university match. Cambridge were victorious by 2 goals to 1. Mr. Henry played in the outside-right position, and was very effective and dangerous throughout the whole of the game.

* *

Among the arrivals from St. John, N.B., on the *Empress of Britain*, last Saturday were: Mrs. W. Peterson, Miss Laura Hanson, Messrs. Alex T. Galt and Arthur J. Hodgson, and Capt. Archibald Reid of Montreal; also Mrs. W. E. Paton of Sherbrooke, Quebec, and Mr. C. Ochiltree MacDonald of Halifax.

* *

A delegation, representing the Anglican clergymen of the whole Diocese of Quebec, recently waited upon Bishop Dunn and presented him with an illuminated address, setting forth their gratefulness at the recovery of His Lordship from his recent severe illness, accompanied by the gift of a handsome reredos for the Bishop's private chapel at Bishopsthorpe, Quebec

* *

A letter received in Toronto from the honorary secretary of the Lord Roberts' Imperial Cadets, Dr. R. J. E. Hanson, intimates that permission has been granted by Mrs. Clementine Fessenden, of Hamilton, Ontario, the founder of "Empire Day," for the naming of a rifle competition and gold medal after her

* *

Mr. John Hedley Higginson, B.Sc., London School of Economics, has been appointed to the Mitchell Studentship of London University, and is to visit Canada and the United States to make a special study of "The Principles and Methods" of Tariff administration.

OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada.—III.

BY WILLIAM BLAYNAY.

AFTER leaving Moose Jaw my next stop was at Medicine Hat, 260 miles distant. It is uphill work for the trains all the way, though the rise is very gradual, and by no means perceptible to the passenger. Forty miles out of Moose Jaw an altitude of 2,000 feet is reached; this is further increased to almost 3,000 feet at Medicine Hat.

Swift Current and Maple Creek are the only towns of any importance in the whole 260 miles. The former has a population of about 1,500, and is now making vigorous and energetic efforts to attract unto itself a goodly measure of trade and capital. The immediate locality is well settled, and land farther afield is being rapidly filled up. To the south of Swift Current there is a considerable area of good pasturage watered by many streams; and 20 miles away, almost due north, a "Landing" has been established on the South Saskatchewan River. Maple Creek is a rancher's town, the ranching country lying to the south. The onward rush of the farmer is driving the rancher of Southern Alberta out of existence. A lease of ranching land extends over but 20 years; as a lease expires, scores of farmers are waiting to take up considerable slices of the ranch, and grow wheat, flax, and oats where for years almost countless numbers of horses and cattle have roamed at will over the rolling prairie, except for the periodical "round-up."

A PICTURESQUE HOLLOW.

The first thing that impressed me at Medicine Hat was the mildness of the weather—seeing that I reached the city at 1.30 a.m., this was about the only thing that could impress me at that particular time. The hotel porters were standing on the unsheltered station platform without wearing overcoats, and train and station officials were flitting about in the open air in ordinary indoor clothes. At Regina, two days before, the thermometer was 30 deg. below zero; at Moose Jaw a few hours earlier the registration was 18 deg. below; in Medicine Hat it must have been considerably above 32 deg. There was a heavy fall of snow during the night, and the next day was delightfully mild for December—so mild that one felt perfectly comfortable in the open air without an overcoat. After this, however, the weather became colder, but even then the days were full of sunshine, and a fur coat was quite unnecessary when out of doors.

Medicine Hat is built in a picturesque hollow encircled by rising ground; this hollow is a bulging out of the valley of the South Saskatchewan River. So completely is the city protected from high winds that the trees in the vicinity of the station are still covered with dead foliage.

No one ever writes about Medicine Hat, or speaks about it for any length of time, without mentioning the word "gas"; and rightly too, for nature's endowment of gas must eventually prove of incalculable value to the city. Before coming to Canada I had read of the natural gas of Medicine Hat; I was told about it in Toronto by people familiar with the district; in Fort William I listened to two men quarrelling over its possibilities; in Winnipeg I heard that the streets lights of Medicine Hat were kept burning all day; at Brandon they told me that the "Crow's Nest" train out of Medicine Hat was the only one in Canada lit by natural gas; in Regina I learned that it cost only 80 cents per day to run a fifty horse-power engine continuously for twenty-four hours at Medicine Hat; at Moose Jaw they told me that the Medicine Hat depot was the most brilliantly lighted station in Canada; so that, altogether, by the time I reached the City of Natural Gas, my curiosity was aroused to its highest pitch, and my mind full of a mass of questions as to this self-same gas, its discovery, its uses, its value, its adaptability to different purposes, and so forth.

AN UNEXPECTED DISCOVERY.

There was most certainly no disappointment in the brilliance of the station lighting, and the light in my room at the hotel was the best I have yet had in Canada.

Like most discoveries, that of natural gas in this locality was an unexpected, an incidental one. Whilst boring for water in 1883 at Langevin, forty miles north-west of Medicine Hat, the Canadian Pacific Railway Company struck gas. They utilised it for lighting and heating their section house, but no other use was made of it, commercially or otherwise. In 1891, Sir William Van Horne, then President of the Canadian Pacific Railway Company, offered to lend the city of Medicine Hat a drilling outfit to carry out his suggestion that boring operations might reveal a good stratum of coal under the town. His offer was accepted, and the city got to work; but instead of finding coal a flow of gas was struck at a depth of 660 feet. This gas, however, contained a certain amount of moisture, rendering it necessary to construct interception tanks for its removal before the gas was discharged into the distributing mains. Four years ago the city determined to carry boring operations to a much greater depth to ascertain the possibilities of a larger flow together with a drier gas. These operations were eminently successful. At a depth of 1,010 feet a flow was struck with a pressure of 600 pounds to the square inch, and a capacity supply of two and a half million cubic feet every twenty-four hours. In order to ascertain the time required for the well to reach its maximum flow, it was capped, a gauge was attached to it and the gas turned on. In eighteen seconds it reached a hundred pounds pressure; in forty seconds a pressure of one hundred and fifty pounds; in one minute and twelve seconds two hundred and fifty pounds; and in twelve minutes five hundred and fifty pounds. This gas proved to be absolutely free from moisture.

Three deep wells are used, at present, to supply the city, and drilling operations are in progress upon a fourth which will go down two thousand feet unless the strata known as Dakota Sandstone is reached before that depth is attained. It is expected that the same flow will be obtained from this well as is the case at Bow Island, thirty-five miles south-west of Medicine Hat, where there is a pressure of 800 pounds and a flow of 8,000,000 cubic feet every twenty-four hours. In addition, the city owns ten shallow wells which are not used on account of the moisture in the gas, and four wells are privately owned. The C.P.R. has its own well, from which the station and workshops are lit, furnaces are operated, and the engine which pumps the water for the tanks, locomotives, station and works is driven. This gas costs the company absolutely nothing beyond the wages of one man and the initial cost of boring the well $4,500.

THE CITY'S NATURAL GAS WELLS.

The total capacity of the wells used by the city is nine million cubic feet every twenty-four hours; this is equivalent to the power produced by six thousand four hundred tons of coal per day. The revenue derived by the city from this source during the year 1908 was $41,921, of which sum $33,426 was net profit. Only three men are employed in the service. The boring of a thousand foot well costs anything between $4,700 and $8,000. The caloric value of the Medicine Hat gas is exceeded by that only of West Virginia, and is nearly double the value of artificial gas from coal. Its cost to manufacturers is 5 cents per thousand feet, and to citizens for all domestic purposes, 13½ cents per thousand. They have no use for coal in Medicine Hat, and never set eyes upon it, except when it is being carted through the streets to places in the country.

One of the sights of Medicine Hat reserved for special occasions is the lighting of a well. Piping is laid to a spot about two hundred yards distant from the well itself, the gas is turned into this piping at a pressure of seventy-five pounds, and a torch applied. Two methods are adopted for extinguishing the enormous flame, which reaches a height of two hundred feet or more. The more effective is to smother it with a stream of live steam, but where this is not practicable it is smothered with a steel hood specially constructed for that purpose.

For heating purposes it is estimated that from 17,000 to 20,000 cubic feet of natural gas equal one ton of the best coal; the price of this amount of gas would be from $2.30 to $2.70; a ton of good household coal would cost at least $7; added to which there is the trouble of kindling, the cleaning up of ashes, and other incidental worries, which are most important items in a land where servants are scarce and very expensive.

A MANUFACTURING CITY.

There is no earthly reason why Medicine Hat should not become one of the greatest, if not the greatest, of manufacturing cities in the North-West. It is not very far from the vast mineral deposits and lumber of Western Alberta and British Columbia; it is the centre and headquarters of a great scheme of irrigation which is going forward in Southern Alberta, and which, in a short while, will transform the dry prairie into a region capable of growing enormous quantities of fruit and vegetables, entailing the establishment of a considerable canning industry there. The development and settlement of the vast agricultural district lying around Medicine Hat, hitherto given over entirely to ranching, will create a market there which it will be up to the city to supply; and no city in Canada can offer to manufacturers cheaper and more reliable power, light and heat. So cheap is the light, that it is less expensive to allow the street lights to remain burning all day than to pay a man to turn them down or put them out. Looking to the future, this want of economy is, however, only on a par with the general waste of nature's bounties which goes on continually from one end of Canada to the other. When it becomes incumbent upon the city of Medicine Hat to preserve from waste its great natural endowment, it will utilise its gas only in the production of electrical energy for the supply of light, heat and power.

The intrusion of the farmer into the district is fast driving out the rancher, with all his romantic associations. Soon the annual Christmas "bucking" contests at Medicine Hat will be things of the past; the "cowboy" and "broncho buster" will have turned their hands to prosaic mixed farming, and horses, cattle, and sheep will be more or less domesticated on enclosed farms instead of enjoying a life of freedom on the open prairie.

It is interesting to note that though Medicine Hat is comparatively near the Rockies, yet it is possible to go from there to Liverpool every inch of the way by water.

(To be continued.)

Photographs illustrating Mr. Blaynay's tour will be found on the middle pages of this number.

Two Canadians, John A. Grady, of East Baltic, P.E.I., and Duncan J. Campbell, Campbell's Cove, P.E.I. have been awarded medals by the Carnegie Hero Fund Commission for bravery at sea. These men rescued three foreigners from a ship that had broken its back on a reef in the Gulf of St. Lawrence at Priest's Point in November 1906.

Mr. W. T. Stead has consented to act as host-in-chief at the Round-About Club's coffee party in the Eustace Miles Restaurant on Wednesday, March 2. These social gatherings are open to all who "don the flags" and purchase a hospitality ticket (which may be had from Miss Bacon, 350, Mansion House Chambers, E.C.). Canadians in London, whose time is hanging heavily on their hands, might do worse than go to see English people, who have an unenviable reputation for stand-offishness, in a new rôle.

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No. 40.

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Canadian Development and the British Investor.

THE INCREASING VALUE OF REAL ESTATE.

IN our recent issues we published somewhat interesting letters from two correspondents. The first of these letters was an expression of surprise, by an ex-resident of Alberta, that there is not more visible anticipation on the part of British capitalists of the unearned increment that is certain to accrue to purchasers of Western Canadian wheat lands within the next few years.

The second—written in answer to the first—was a request from a representative of the class of small investors for definite information as to how he might—while safeguarding his capital—take advantage of the remunerative investments afforded by the demand for ready money for the development of the country.

Both these letters, more particularly the second, open up questions of such interest, and are themselves such evidence of the interest now taken in the subjects, that they are, perhaps, worthy of being dealt with at some length.

In the first case, our correspondent's surprise is somewhat justifiable, as there can be no doubt that as the older districts grow more closely settled, and as the difficulty increases of obtaining any but well-improved, and therefore high-priced, farms anywhere adjacent to the older lines of transportation, those corporations which have been foresighted enough to secure blocks of the lands that are now being intersected by branch railroads are certain to reap very large profits. That the country is large merely increases the scope for such speculative foresight, for, while it may be argued that the vast areas of at present unoccupied land must tend to keep the general price of land low, yet it must be remembered that those areas are being very rapidly invaded, and that, while now they may still be purchased cheaply. the mere rumour of the advent of a railway is sufficient to raise their price, and its actual presence to double or treble their selling value at once. While it certainly takes a much larger capital now to handle a large acreage block than some years ago, yet it is as certain that land will increase in value much more rapidly than in the past.

THE REASON FOR AN INCREASE IN LAND VALUES.

Upwards of 100,000 settlers are expected to arrive in the Western Provinces during the coming summer from the United States alone. The average American settler is an enterprising person, who is seldom contented with only a 160-acre homestead. Often he obtains control at once of a square mile of land, so that this American invasion, without counting that from Eastern Canada or from this side of the Atlantic, will be quite sufficient to add several dollars per acre to the value of easily accessible lands.

That the facts of the case meet with quick appreciation from those at hand is shown by one of the largest land deals in the history of the Canadian West having been completed recently by a firm whose headquarters are in Toronto, who have purchased a tract of some 150,000 acres in Saskatchewan at a price of $13 per acre. We are convinced that any well managed British company who adopt the methods of such enterprising American companies as, for instance, the Luse Land Company, would, in placing British settlers on their lands, do equally well for themselves and for the Empire.

Turning to our second correspondent, we ourselves must express surprise that he should have found it necessary to ask his question.

Anyone who, like himself, has "£500 to £1,000 to invest," and "would like to invest in a few of these 6 to 8 per cent. mortgages one hears about," need not find it difficult either to understand why there are such opportunities or to gather the necessary information to enable him to participate in them with absolute safety.

The same causes that are increasing the selling value of wild lands are fixing the values of cultivated lands in settled areas and of real estate in towns and cities. We would say that they *have fixed* the minimum value of such property, were it not that the minimum value increases each year. It may be safely said in most cases that the prices at which such property changed hands a year or so ago may now be used as a fixed basis for valuation purposes, below which the selling value will not recede.

THE REASON FOR HIGH RATES ON MORTGAGE LOANS.

No one is keener to profit by the development of the country than he who has already succeeded in doing so. To raise money for further enterprise he must give security. The large profits he makes on those enterprises, coupled with the comparative scarcity of unemployed money in the country, respectively enable him and force him to pay what, in the conditions that obtain in Great Britain, seems a high rate of interest.

The farmer who has secured a title to his homesteaded quarter section is in many cases anxious and quite able to pay 9 or even 10 per cent. for money with which to purchase and develop adjoining land before its price increases beyond the reach of his purse. The successful business man in the smaller towns is quite as anxious to raise funds to increase his interest in what is bound to become a centre of business.

The small British investor, however, would do well to leave outlying and new districts for the man on the spot, and confine his attention to the older districts and to towns and cities, where no temporary depression would depreciate what may be termed "forced sale values," and result in unproductive tying up of his money.

No one who has read *Canada* regularly can have failed to be struck with the steady increase in selling value of centrally located property in Canadian cities, as shown both by the accurate data of transactions that we have been at great pains to secure, and by the facts stated in the interviews which we have published with Canadians prominent, not only in their own cities, but in the affairs of their country.

To compare the statements made by a Winnipeg banker, an interview with whom appears in this issue, with statements made in similar articles in *Canada* three or four years ago, would show clearly how great the rise in value has really been.

HOW TO LEND MONEY ON CANADIAN LAND MORTGAGES.

Many opportunities exist for the investment of money in large or small amounts on first mortgage of properties centrally located in the cities of the West at from $5\frac{1}{2}$ to $7\frac{1}{2}$ per cent. To discover firms through whom he may invest his money safely our correspondent need look no further than our advertising pages. Many of these firms—it would be invidious for us to give names—have millions of their own and their clients' money invested, and, to urge no higher consideration, could not endanger their interests by conducting their business on other than most conservative lines. Many of these firms are willing to give their clients their own guarantee as well as the actual mortgage, which is the security for each individual investment. If the name of any firm does not inspire sufficient confidence, the intending investor may satisfy himself by obtaining from them references which will, in many cases, be to British banks and British clients.

In this way money may be lent on centrally located business or residential property or on improved farms. The investor may assure himself that no loan is made for more than 50 per cent. of the valuation placed by experienced and disinterested valuers upon the property mortgaged, which should be insured to its full value and the insurance assigned to the mortgagee.

The actual arrangements may vary, but in most cases the mortgagee may transmit his money through his own English bank to the local branch of one of the great Canadian chartered banks. to be only paid over upon receipt by the latter of the signed documents. The firm or corporation through whom the money is invested are, as a rule, willing to guarantee the prompt repayment of both principal and interest, and to act as agents for the collection of the latter for a commission of generally 5 per cent. of the money collected.

The subject of mortgage investments will naturally be of little interest to those who look to their investments in stocks to show an increase in capital value. Our object, however, is sufficiently served if we have shown that much of the money which is annually invested in mortgages in Great Britain can be much more remuneratively employed in similar investments in the young Dominion, whose rapid development to its now assured future adds an element of safety which, properly gauged, may make security doubly sure.

About £600 has been contributed to the fund for the erection of a bronze statue in memory of General Wolfe at his birthplace, Westerham, Kent. If the balance of £450 can be raised in time it is hoped to have the statue in position by September 13 next, the anniversary of the battle of Quebec. The hon. treasurer of the fund is Sir Frederick Young, and the hon. secretary Mr. Beckles Willson, Royal Colonial Institute, Northumberland Avenue, W.C.

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BACK NUMBERS OF "CANADA."

Among the Special Articles—many of them profusely illustrated—which have appeared in "CANADA" during the past few weeks are the following:—

EMIGRATION.

The Houghton Land Corporation. A Warning.
Saskatchewan and its Principal Cities. Illustrated.
Fort William. Illustrated.
Roughing it in British Columbia. A Young Englishman's Success.
The Reward of Perseverance. An Interesting Record of a Successful Emigrant.
Ontario and Immigration.
Vegetable-Growing in Ontario. Openings for British Market Gardeners.
Nova Scotia in 1909. Review of the Year.
Ready-made Farms. Details of the C.P.R. Project.
Canadian Crops, 1909. Full Statistics.

SPORT.

Sport in Newfoundland with Rod and Gun. Illustrated.
Sport on the British Columbia Inlets. Illustrated.
Sport in Northern British Columbia. Illustrated.

INVESTMENTS.

British Columbia. Some Profitable Investments in Land.

OPENINGS AND OCCUPATIONS.

Openings for School Teachers in Western Canada.
Openings for Teachers in British Columbia.
Opportunities for Young Women in Canada.
The Training of Canadian Railway Engineers.
The Canadian Cattle Trade. Interview with a Cattle Rancher.

EDUCATIONAL.

Physical Training in Western Schools.
The "Habitant" at Home. Lecture Recital by Miss Edith Smaill.
Canada's Sandhurst. The Royal Military College, Kingston. Illustrated.

STATISTICS.

Canada's Crops, 1909. Full Statistics.
Grain and Flour Shipments for the Port of Montreal, 1909, with Comparative Tables.
Canada's Dairy Exports during 1909.

Copies of these issues can be obtained, price 6½d. each, from the publisher "CANADA" NEWSPAPER, 34, Norfolk Street, Strand, W.C.

ONTARIO'S FINANCES.

A Surplus of $300,000.

In presenting the Budget statement to the Ontario Legislature, the Hon. A. J. Matheson, the Provincial Treasurer, pointed out that, while there was a seeming deficit of $60,000 for the short year of ten months, the full calendar year showed a surplus of over $300,000. This was particularly pleasing, in view of the fact that last year the prospect for a deficit of considerable proportions had been frankly anticipated. For the short year the total receipts had been $7,477,920, while the expenditures had been $7,545,040. The subtraction of the last two months of the year, however, gave no account of revenue received from Crown lands, timber dues, licence money, and other sources of income. In addition, $35,000 had been given in cash for railway aid, when by payment in certificates the payments would have been extended over forty years. The expenditure of $15,000 for additions to the Parliament building had been spent, not out of the current account, but from cash in hand.

Every item in the estimates had been exceeded, continued the Treasurer. The revenue was $1,372,000 in excess of the estimates, which was an evidence of the prosperity of the Province, and was partly caused by the Government pressing for payments, which would not otherwise have been paid until the last two months of the year. Among the increases the interest received by the Province exceeded the estimates by $43,000; revenue from Crown lands, owing to the increased development in mineral work, was $528,000 over the estimates, which were figured at $2,028,000; the increase from public institutions was $22,000; revenue in the Provincial Secretary's Department, owing to the increase in the number of charters, which showed the outside prosperity, increased by $83,000, and the succession duties were $281,000 more than the estimated amount.

The earnings from the Temiskaming and Northern Ontario Railway had increased $250,000, Mr. Matheson continued, and he was glad to say that the Government railway seemed likely to become a permanent source of revenue, and would be able to pay from net earnings the interest on the cost of the road. The total amount received from the railway was $1,372,000.

LOANS FLOATED SUCCESSFULLY.

Three loans were floated during the year—one in London, for £820,000, at 102, on which £800,000 had been paid, and there was a balance of $78,000. There was also floated, in Ontario, a loan for $1,150,000, the balance of the authorised seven millions of 1905, which was sold at par, as it was not free from succession duties. For the Hydro-Electric Power Commission a loan of $3,500,000 was floated, and up to October 31 last $2,070,000 had been taken up in Ontario. "Our experience with this loan," remarked Mr. Matheson, "has been that it is very satisfactory."

The Niagara transmission line had cost, to October 31, $486,000, and since then had paid out some $525,000 more. They would take a vote of $2,500,000, which would include the $525,000, as money was rapidly being spent by the contractors. After all that was done they had a cash surplus on October 31 of $5,086,000, of which $1,600,000 was on account of the borrowing for the Hydro-Electric Commission.

The aids to railways amounted to $7,600,000, of which $4,000,000 was still owing in railway certificates and annuities. The bulk of that, except the Grand Trunk Pacific, was a legacy from their predecessors, and the whole of the $4,000,000 would be paid up by 1979, and within twenty years the bulk of it would be paid, owing to the present decreasing value of the debt for railway certificates and annuities by $100,000 a year.

The total assets of the Province were $21,000,000, and $1,500,000 common school funds held by the Dominion Government, on which they got only the interest. Thus they showed assets equal to every dollar of expenditure.

For 1910 the estimated revenue was $8,540,000 of which they had in hand nearly $3,000,000. Of the estimated revenue from Crown lands they had $1,100,000 in hand. He had estimated the succession duties at $650,000. From the Temiskaming and Northern Ontario Railway he had estimated the earnings at $625,000, sufficient to pay the interest, sinking fund, and capital expenditure.

* * *

FORT WILLIAM AND PORT ARTHUR.

Interview with a Resident of Fort William.

Among the residents of Fort William who are enthusiastic as to the great future which lies before that lake port, where the Grand Trunk Pacific Railway alone is expending $350,000 in providing terminal facilities, is Mr. A. W. Frodsham, who is now on a visit to Bournemouth, where he formerly resided. In conversation with a representative of *Canada*, Mr. Frodsham said that during the last four and a half years he had seen lots on the outskirts of Fort William, 33ft. by 125ft., which had originally sold for $80, resold for $250, and, now that a road is cut through the district, bought back for $500 per lot. "In the central portion of the city," said Mr. Frodsham, "I have seen property advance from 200 per cent. upwards." Mr. Frodsham is authority for the statement that a lot with 50ft. frontage on Victoria Avenue, sold by a commercial traveller for $7,000 to a syndicate in the fall of 1907, was resold by them to Lord Northcliffe for $23,000. "Several other English investors," added Mr. Frodsham, "are interested in Fort William and Port Arthur real estate." Other instances of the rise in real estate value given by Mr. Frodsham are of a lot next to the post office, 50ft. frontage, which had only a "shack" on it in 1904, when it was offered for $4,000, having been offered for sale at $7,000 in 1906, and actually sold last year for $13,000. "As time goes on," said Mr. Frodsham, "it becomes evident that the interests of Fort William and Port Arthur are becoming more identical; the completion of an electric car line four miles in length has done much to unite the two cities, of which Port Arthur, being more hilly, is the favourite site for residential property. But it, too, will also grow in importance as a shipping port, and its development will be much helped forward by the work being undertaken by the Canadian Northern Railway. The Canadian Pacific Railway also expects to handle some two millions of coal alone at the twin lake ports." Considering the prices now obtained for property in Edmonton and other western cities, Mr. Frodsham considers that property at Fort William is still cheap, and expressed the opinion that mortgages on freehold shop property at a 50 per cent. valuation are about the best investment procurable. Asked as to the opportunity there was for the British investor to lay out money in Fort William or Port Arthur real estate who could not spare the time to visit these cities, Mr. Frodsham said: "For a nominal fee the City Assessor himself will value a property for an intending purchaser who desires to safeguard himself; the deposit on account of purchase money can be placed in a bank, to be handed over against the properly authenticated title deeds. Residential freehold property can be bought to pay at least 12 per cent., and there is no repairing lease. As regards taxes, one rate covers everything, except water, and in Fort William the taxation is 26 mills in the dollar, equivalent to £2 15s. per £100. The water rate on a twelve-roomed house is about $5, or £1 per quarter. The Torrens Title Act affords a perfect security, and titles can be verified at the Government Land Registry Office for the nominal charge of 25 cents."

The principal street in Fort William is Victoria Avenue, where $1,000 per foot frontage is being paid. On Simpson Street, which will eventually run through to Port Arthur, $400 per foot is now being paid. Mr. Frodsham is a member of the real estate firm of Frodsham and Co., May Street, Fort William.

* * *

CANADA'S BIGGEST BUILDING YEAR.

Enormous Increases in Leading Cities.

Official returns from twenty-nine of the leading cities of the Dominion record a grand total for permits issued amounting to $68,606,821 for the twelve months of 1909 as against $42,577,439 for the entire year of 1908, thus registering an average gain for the year of approximately 60 per cent., or a proportionate increase in the volume of work undertaken nearly two-thirds again as great as that carried out in the preceding twelve months.

Halifax and Edmonton are the only two cities which have failed to surpass their figures for the previous year, the loss in the former case being 24 per cent., and in the latter 16 per cent. Saskatoon records the largest increase, with no less than 767 per cent. Fernie takes second place with an advance of 449 per cent., and Lethbridge third, with one of 246 per cent.

In Manitoba, Winnipeg shows an increase of 67 per cent., Brandon a gain of 19, and Portage la Prairie one of 62 per cent.; while in Saskatchewan Regina's and Moose Jaw's respective advances are 56 and 157 per cent. Winnipeg's amount of $9,226,325, it may be pointed out, is the second largest total registered in the Dominion, and represents an advance of nearly four millions over the preceding year.

In Alberta, in addition to Lethbridge's gain already noted, Calgary advanced 189 per cent., and Medicine Hat 62 per cent.

In Ontario, Toronto's total of $18,200,000 shows the greatest volume of work undertaken in any city in the Dominion. Ottawa also forged ahead in a most striking manner, giving a gain of 152 per cent. Kingston, too, gained 165 per cent.; Berlin, 129. Although Port Arthur failed to submit comparative figures, it is known that its total of $584,810 is in excess of the amount registered in 1908.

In Quebec, Montreal records an increase of 53 per cent., and in Nova Scotia, Sydney a gain of 139 per cent.

As regards 1910, Toronto predicts a total of $23,000,000. Winnipeg expects to build to the extent of $14,000,000. Montreal reports the outlook as "roseate," and Vancouver is "just beginning to grow." Prospects for both large and small works all over the country, in fact, were never better, and architects and builders can, says *Construction* (Toronto), look forward to an extremely busy season.

The following table gives the principal figures:—

—	Permit for 1909.	Permit for 1908.	Increase per cent.	Decrease per cent.
Berlin, Ont.	278,550	121,350	129.54	
Brandon, Man.	$350,120	$291,864	19.95	
Brantford, Ont.	438,885	289,855	51.41	
Calgary, Alta.	2,420,452	837,100	189.14	
Edmonton, Alta.	2,128,165	2,549,874	—	[illegible]
Fernie, B.C.	1,374,700	250,000	449.88	
Fort William, Ont.	2,970,365	1,560,835	90.30	
Halifax, N.S.	630,389	838,725	—	24.84
Hamilton, Ont.	1,623,100	1,394,357	16.40	
Kingston, Ont.	452,695	170,600	165.35	
Lethbridge, Alta.	1,268,215	365,495	246.98	
London, Ont.	850,134	464,180	83.14	
Medicine Hat, Alta.	249,000	153,172	62.56	
Montreal, Que.	7,783,621	5,062,226	53.75	
Moose Jaw, Sask.	1,107,500	430,925	157.00	
Niagara Falls, Ont.	80,000	60,000	33.33	
Ottawa, Ont.	4,527,590	1,794,075	152.36	
Peterboro', Ont.	343,489	238,963	43.74	
Portage la Prairie, Man.	195,000	120,000	62.50	
Port Arthur, Ont.	584,810	—	—	......
Regina, Sask.	744,479	476,654	56.18.	
Saskatoon, Sask.	1,002,905	115,625	767.37	
St. Thomas, Ont.	260,000	236,000	10.16	
Sydney, N.S.	160,470	67,015	139.45	
Toronto, Ont.	18,200,000	11,795,436	54.29	
Vancouver, B.C.	7,258,565	5,950,893	21.97	......
Victoria, B.C.	1,673,420	1,130,740	47.99	......
Windsor, Ont.	423,885	297,780	42.34	
Winnipeg, Man.	9,226,325	5,513,700	67.33	
	$68,606,821	$42,577,439	59.76	......

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	25,882,560	dols.

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or:—The Bureau of Provincial Information, Victoria, B.C.

WINNIPEG'S GROWING PROSPERITY: An Interview on Profitable Transactions in Real Estate.

MR. W. F. ALLOWAY, of the banking firm of Messrs. Alloway and Champion, Winnipeg, who with Mrs Alloway is at present staying in London on his way home from Cairo and Port Said, gave an interesting interview on the possibilities of Winnipeg to a representative of *Canada* last week.

Asked as to the opportunities for investment in that city, Mr. Alloway said: "After forty years' experience I can say that there are more and better opportuntiies for investment in Winnipeg to-day than ever before. The city is growing at such a rapid rate that it is impossible to say where it will stop. As it grows in surface there will be a corresponding increase in opportunities. Fortunes have been made in real estate in the past, and it is my opinion that more money is to be made there in the future than has ever been made before. Property on Main Street to-day is worth from $4,000 to $5,000 a foot, and the values are the same on Portage Avenue, between Edmonton and Main Streets."

A PROFIT OF $1,000,000 ON $40,000.

"Can you give any definite instance of profitable transactions in real estate?" queried our representative.

"I may say," replied Mr. Alloway, "that a property just west of the Post Office, and east of Eaton's Buildings, with two stores on it, sold for $50,000, and two years later the owner of the adjoining lot of exactly similar character refused an offer of $136,000, and has now leased it on a rental basis of more than $150,000. These are instances of central values, but a buyer made some time ago a first payment of $75 on a north-end site, and sold again at a profit of $19,000 before any further payments on the purchase money had been made. More striking still is the case of a gentleman who purchased property in Fort Rouge for about $40,000, and will, by the time its sale is completed, have made a profit, which I have no doubt will be about $1,000,000."

"Can you give us any information as to the hydro-electric plant, Mr. Alloway?"

"Yes. The city is developing from 40,000 to 50,000 horse power at Point du Bois in order to furnish manufacturers with power as cheaply as in any place in Canada. It is purely a civic concern, and will supply the public at nearly cost price. It is the intention by this means to do away, as much as possible, with the smoke nuisance and to make Winnipeg a smokeless city. The plant itself is one of the most complete of its kind, and the amount the city is now annually paying for its electrical requirements will go very far towards paying interest on the total capital required in the construction of the new works. Not only is this so, but there is reason to believe that with future developments the interest will be more than fully paid."

12,000,000 GALLONS OF WATER A DAY.

"What about the water supply?" said the representative of *Canada*.

"The city water supply is secured from a number of wells, each of them 17ft. in diameter, whose production varies in amount. One well, however, if necessary, and with the installation of proper facilities, is capable of supplying twelve million gallons a day, or more. The best experts say that this water supply is unlimited, even should the city assume the dimensions of Chicago. The quality of the water is all that could be desired, except for hardness. This was overcome in Winnipeg's infancy by the establishment of a softening plant, but of late years the consumption has been so great that the capacity of the plant has become inadequate, and its use has been discontinued. Colonel H. N. Ruttan, the city engineer, who originated the city's water system, and to whom its present efficiency is largely due, believes, however, that the cost of increasing the capacity of this plant to meet present conditions will be infinitesimal as compared with the advantages to be derived."

"What do you think of the high pressure system as a means of fire protection?"

"Well, within the last year insurance rates have been vastly decreased, owing to the fact that the city had adopted the suggestions made by the underwriters for the establishment of a high pressure plant, drawing its supply direct from the Red River. This plant is one of the very finest, and is answering every purpose for which it was required."

"Do you think, Mr. Alloway, that there are opportunities for British immigrants in Manitoba, apart from farm labour?"

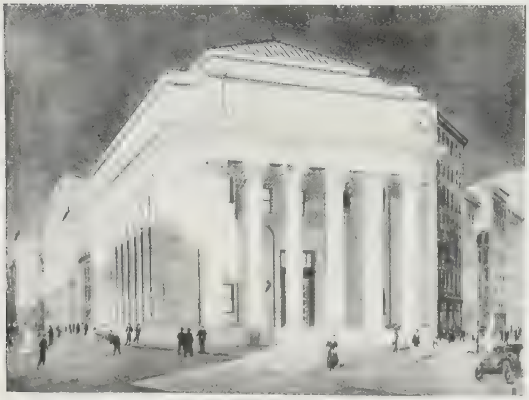
"I do not believe that the labour market for men is by any means filled," replied Mr. Alloway. "Anyone with brains and a willingness to work can ordinarily get suitable employment, and should at any time there be no other vacancies it is always possible to fall back on the farms. I have travelled a little, and in no place on earth that I have visited are there opportunities for women like those in Manitoba and Western Canada generally. In every grade, from the domestic servant to the highest positions available for women, there are the best possible openings. Domestic servants, for instance, can command $20 a month, and more in Winnipeg. Quite apart from this, the fact must not be lost sight of that there are in the West something like twenty-five men to every woman, and nearly all of these desirous of settling down and marrying."

A prominent Brandon merchant, in a recent interview, also on the subject of Winnipeg, said: "It is my opinion that property on Portage Avenue, between Main Street and Colony Street, will before long be the most valuable in that city. I am inclined to think that between Smith and Kennedy Streets will be the retail business centre of Portage Avenue, which before many years will be the finest retail business street in Canada. I say this because of its splendid width, and on account of the position it occupies to the residential portion of the city. I therefore do not think that prices on this street have nearly reached the maximum. There is also a section on Main Street, between the Union Bank corner and Portage Avenue, where values will still further improve. I am also inclined to the belief that streets intersecting Portage Avenue from Main to Colony Streets for one or two blocks on either side of the avenue, will offer good opportunities for profitable investment. Outside of these localities I would not like to venture an opinion, as I have not given it much thought or attention."

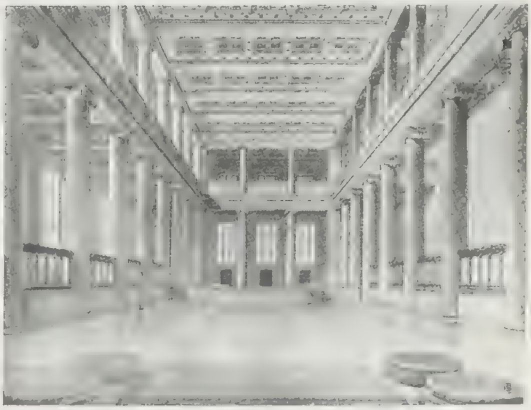
More men are working on construction at the present time in Winnipeg than in any previous year in the mid-winter season, according to the Building Inspector, Mr. Rodgers. "Building operations of one kind and another have been going on steadily all through January. The permits granted during the month just closed are much more numerous than those issued in January, 1906, the banner building year in Winnipeg's annals. However, the total value of the permits issued in January, 1906, was slightly greater than the value of the permits issued this year. It is understood that the total for January will be about $200,000. It looks like the biggest building year Winnipeg has ever had," said Mr. Rodgers. "The big rush will get under way in March."

Senator Chevrier has sold his Main Street store for $3,000 a foot.

THE BANK OF MONTREAL'S NEW BUILDING AT WINNIPEG.



THE EXTERIOR, FROM THE ARCHITECT'S DRAWING.



THE PALATIAL INTERIOR.

The exterior is to be built of a very white granite, closely resembling marble, from the quarries at Bethel, Vermont. The property on which the building is to be placed is triangular in shape in front, and the portico and steps have been designed for the maximum amount of projection permissible within the property lines. By this treatment, the building is given the greatest possible prominence as to location. The interior of the building is in the form of a basilica. The design consists of superimposed Ionic colonnades, the central, or main portion of the room going through two storeys, with a gallery, for the use of the Royal Trust Company, on all four sides. The entire banking room is to be treated in practically a monotone, with columns and side walls of light buff Botticino marble imported from Northern Italy, with a simple ceiling painted with light colours in the Greek manner. In the basement will be extensive vaults, safe deposit, coupon and storage rooms, boiler room, etc. Above the main banking room there will be two floors of quarters for the staff and janitor, kitchen, and lunch and dining rooms conveniently arranged for serving all those connected with the Bank.

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Reference may be made to the BANK OF MONTREAL, 47, Threadneedle Street, London, for information about the Company. The Company acts as Agent and Attorney for clients residing in Europe in the investment of Monies and care of Securities, collection of Revenues, etc., etc.

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THE CRADOCK SIMPSON COMPANY,
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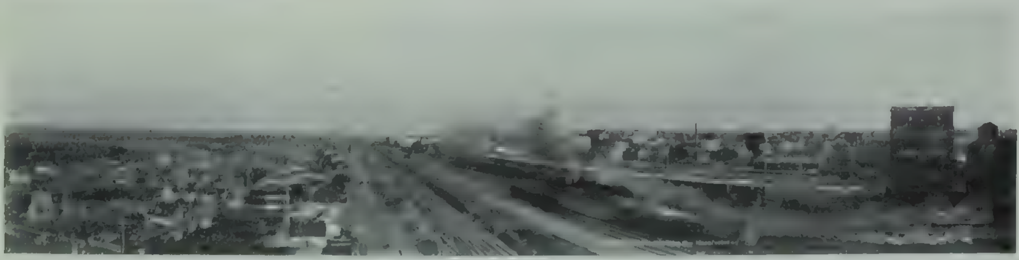
BRANDON, MANITOBA, CANADA.

OPENINGS FOR NEW INDUSTRIES.



Brandon: The City of Opportunities.

MANUFACTURERS, Please note the following:—

Brandon imports large quantities of STRAWBOARD and PAPER, while the farmers in its vicinity annually burn thousands of tons of STRAW.

Brandon imports all its STARCH, although POTATOES can be profitably grown at 15 cents (or 7½d.) per bushel.

Practically all HIDES and WOOL are exported and all LEATHER and WOOLLEN GOODS imported.

SUGAR BEET can be profitably produced, yet thousands of tons of SUGAR are imported.

Thousands of farmers are busily engaged raising BEEF, PORK, and MUTTON, principally for export, while thousands of dollars are yearly sent out of the country for CANNED MEATS.

Brandon is positively the best DISTRIBUTING CENTRE in the West, and the early construction of the Hudson's Bay Railway will place it nearer the world's market than any other distributing centre in the West.

If you are interested in any line of manufacturing, sound investment, or other business, and desire information, kindly fill in name and address

....

and mail to— **JAMES KIRKCALDY, Manager Commercial Bureau,**
Brandon, Manitoba.

ILLUSTRATED PAMPHLET ON APPLICATION.

The Construction of the Hudson Bay Railway.

The following article is a summary of the Report of Mr. George Armstrong, Chief Engineer of the Hudson Bay Railway Survey. It shows the merits of the two rival routes, and also of the proposed terminals, Fort Churchill and Port Nelson.

"Open the Bay which over the Northland broods,
Dumb, yet in labour with a mighty fate,
Open the Bay, Humanity intrudes,
And gropes prophetic round its solitudes
In eager thought and will no longer wait."

WITH the announcement made to Parliament early this month by the Hon. G. P. Graham, Minister of Railways, that the construction of the Hudson Bay Railway will be begun this spring, a long-contemplated and much-discussed project of Imperial as well as Canadian importance takes concrete form.

The national aspect of the undertaking is made so obvious by the slightest glance at a map of the Dominion as to need little more than passing comment. Speaking generally, the population of Canada, which has followed the ringing metals of the Canadian Pacific and Grand Trunk Railways across the continent, but skirts the southern borderland—the country has length but not breadth. North of the northernmost line that exists to-day there are millions of broad acres, shaded by virgin forest and studded with innumerable lakes awaiting the coming of the railway, and in its train the settler.

The Imperial aspect, however, demands somewhat fuller explanation. For some years past the provinces of the Middle West, that cornfield of the Empire, have felt the need of some fresh outlet for their products, some shorter route to open water than the long haul to the Great Lakes and the Atlantic, so that the possibilities of the Hudson Bay line, which affords the shortest possible route to Europe, have proved a source of lively controversy. It has been said that it would be impossible to run a railway through the country to the north-east of Lake Winnipeg, and that navigation of the bay was so dangerous and the season so short that no steamship company would care to risk its vessels in those waters; but the report of the survey party, under the direction of Mr. John Armstrong, is much more favourable, and the only present difficulty in the minds of those responsible for the construction of the line is the selection of a terminal on the bay.

For a long time it has been assumed that the road would run to Fort Churchill, but the survey just referred to gives good grounds for supposing that Port Nelson will finally be chosen as the better point; before a final decision is reached, however, an expedition will be sent to the Hudson Bay by ship, which will go into both harbours from the outside and will make a special examination of their entrances. This will not interfere with the immediate construction of the road, as the routes are identical for the first 150 miles, starting from the Pas.

THE FORT CHURCHILL ROUTE.

The report of Mr. Armstrong, the chief engineer of the survey, furnishes the best means of comparing the relative merits of the two routes. He says in part that the route from the Pas Mission to Fort Churchill is 477 miles, of which the first section (120 miles) is through a comparatively level country, affording easy grades and cheap construction. The stream crossing will be light, with the exception of the Saskatchewan River, where the construction of a large bridge will be necessary. The next section is through country which will involve some rock cutting. The third section is rough, as it crosses the height of land between between the Nelson and Churchill Rivers. The actual height of the summit is not great, but will require the development of considerable length of line and the introduction of much curvature to secure the necessary grades at a reasonable cost. The last section will involve no difficulty in construction, barring, possibly, the last 70 miles, which is largely over tundra, and a grade over the whole route of .4 north bound and .6 south bound can easily be obtained.

Fort Churchill itself is at the mouth of the Churchill River, where it passes through a large lagoon, generally dry at low tide, except near the channel to the sea. The lagoon is surrounded by hills, consisting of rock at the sea and of sand and gravel farther up the river. The only available situation for docks is at Cape Mery, with the railway terminals from two to three miles up stream, and the townsite from three to five miles up stream. It will not be possible to improve the river so as to give inland communication by water. The main current in the harbour is down the centre of the lagoon, and, at ebb tide it reaches a velocity of from six to eight miles an hour, creating a somewhat difficult entrance for low-powered ships, and it is useless for anything but a steam vessel to attempt it except with the incoming tide. The highest tide recorded was 13½ft. and the lowest 8ft.

The harbour usually freezes about November 15, and the open sea also freezes during winter for four to five miles out from land. Navigation is possible about June 17, but the ice pack lies off the coast and harbour for a month longer. The harbour has been blocked up as late as August owing to long-continued north winds. At present very little shelter can be had at low tide by any ships drawing 18 feet or over. The seas enter the harbour with sufficient force to cause a heavy swell over its whole surface. The bottom is mud, thickly strewn with boulders, but any excavations for ship berths would probably meet with solid rock.

The estimated cost of the route is as follows

Construction of railway	$11,351,520
Building shops, power plant, etc.	1,700,000
Two 4,000,000 bushel elevators	4,000,000
Yards at terminals	320,000
Engineering and contingencies	1,737,152
Harbour work and dredging	6,675,000

THE PORT NELSON ROUTE.

The Port Nelson route is 410 miles, or 67 miles shorter than the Fort Churchill route, and no great difficulties are anticipated, a grade of .4 both ways being possible. There will be three important bridges—the Saskatchewan, the crossing of the Nelson at Manitou Rapids, and a second crossing of the Nelson.

A good channel exists at the mouth of the river, in which a boat drawing about 26 feet could safely enter at all stages of the tide, and a good site for terminals and town can be had on the north shore between Flamborough Head and Beacon Point.

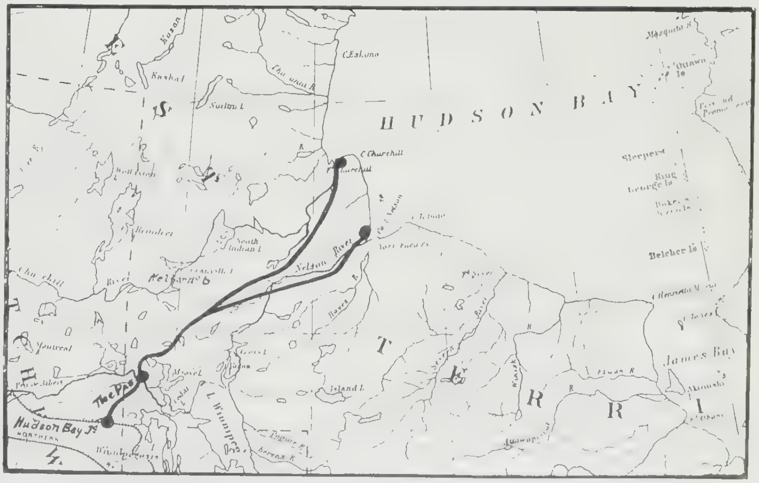
The discharge of the Nelson River is so great that perceptible current may be noticed several miles out to sea. At ebb tide the current flows at about 3½ miles an hour, while with the incoming tide it is only 2½ miles an hour. The tide, though variable, rarely rises more than 12 feet. The river usually freezes over about December 20, and the thaw begins about the middle of April, the estuary being usually clear of ice by May 15.

The anchorage being some nine or ten miles up the river, no loose ice is ever experienced. The bottom is blue clay, affording excellent holding ground for anchors. The bottom of the channel is swept clear and bare by the current. Stone for the construction of breakwaters and sea-works can be cheaply obtained, as about forty miles above Flamborough Head there is a large quarry where any required quantity can be had.

The estimated cost of the route is as follows:—

Construction of railway	$8,981,800
Buildings, power plant, etc.	1,647,600
Two 4,000,000 bushel elevators	4,000,000
Yard shops at terminals	320,000
Engineering, etc., and contingencies...	1,476,940
Harbour works, etc.	5,065,000

Major Moodie, who has been in command of the Mounted Police patrol on the Hudson Bay for over six years, is, however, by no means in favour of the selection of Port Nelson as a terminal. He is very familiar with the conditions and the coast line of the bay, and said in an interview given recently in Winnipeg:—"I am not an engineer, but if I were to express my opinion regarding the two places, I would say that if two or three million dollars were to be expended on the mouth of the Nelson it might be made as good a harbour as the mouth of the Churchill is now. Hudson Bay steamers, when delivering goods at Nelson, always lie miles out in the Bay and land goods by small boats."



A SKETCH MAP OF THE HUDSON BAY DISTRICT, SHOWING THE ALTERNATIVE ROUTES TO THE COAST FROM THE PAS.

OUR PRIZE

The Third Th

AT A "BUCKING" CONTEST.

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EXHIBIT OF
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FRUITS, VEGETABLES AND CEREALS GROWN IN SOUTHERN ALBERTA.

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THE "OLD GLORY" GAS WELL, OWNED BY THE C.P.R., WHICH HAS A CAPACITY OF 1,500,000 CUBIC FEET A DAY

ANOTHER VIEW OF MEDICINE HAT, THE COMING PITTSBURG O

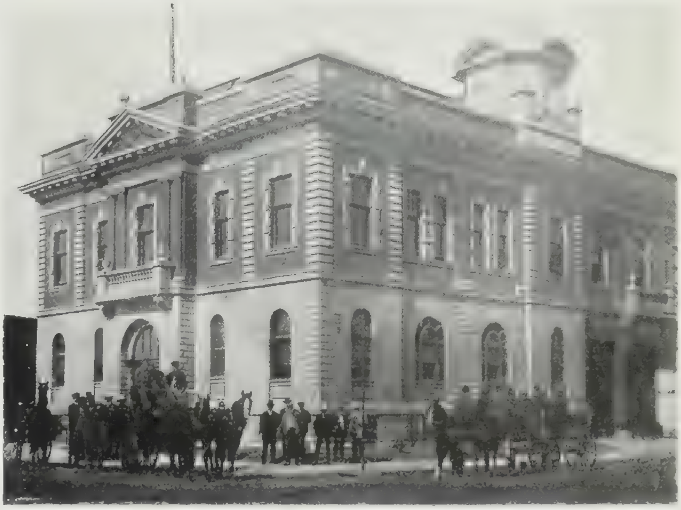
NER'S TOUR.

nd Miles.—III.

EDICINE HAT.

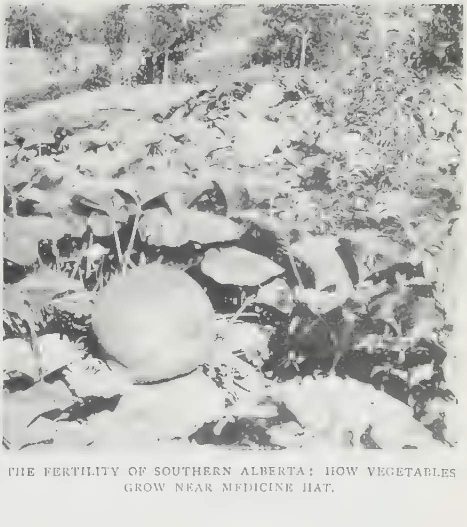
A BUNCH OF HORSES ON THE PRAIRIE.

E HAT.



THE CITY HALL, MEDICINE HAT.

HE SHELTERED POSITION OF THE TOWN IS CLEARLY SHOWN.



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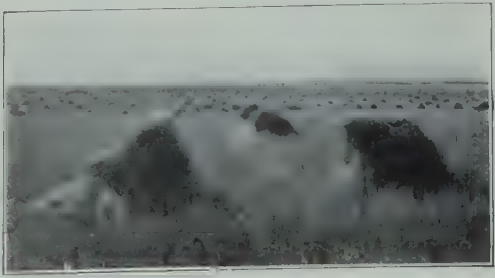

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The above is one of many first class propositions either for the Farmer or Investor.

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NELSON, B.C.

PARTLY IMPROVED FRUIT RANCHES

IN THE

FERTILE KOOTENAY VALLEY,

FOR SALE.

No 1—Consists of nearly 27 acres, of which about 10 acres are under cultivation. Some 800 fruit trees are planted out, consisting chiefly of Apples of the best marketable varieties, as well as Peaches, Pears, Cherries, and Plums; also a quantity of small fruits. There is a four-roomed log-house, good stable, and chicken-house. The dwelling could be made to do until a suitable one was erected. About 2 acres of hay land, yielding 3 crops yearly. This is an exceedingly choice property for man with a family. 6 miles from Nelson. Lake frontage and wharf. A snap at $6,000.

No. 2—Consists of 14 acres, only 5 miles from Nelson. One quarter mile lake frontage, with good beach. A 6-roomed frame-house, with bath-room; also large barn, 3 acres under thorough cultivation, and other 4 acres slashed so that they can be put under cultivation at very little expense. Ample water supply for all purposes. The fruit trees that are planted out are just coming into bearing. Price $12,000.

No. 3—Consists of 25 acres, 5 miles from Nelson. Lake frontage and landing wharf. A substantial frame dwelling of 6 rooms, plastered throughout; also chicken-house and tool-shed. About 11 acres cleared and slashed, of which some 7 acres are under a high state of cultivation. There are a number of fruit trees in bearing, the balance just coming in; also all kinds of small fruits. Present owner secured several first prizes at the Nelson Agricultural Show this year. Ample water supply and flumed to house. A most desirable property. Price $15,000. This property should pay for itself in 4 years.

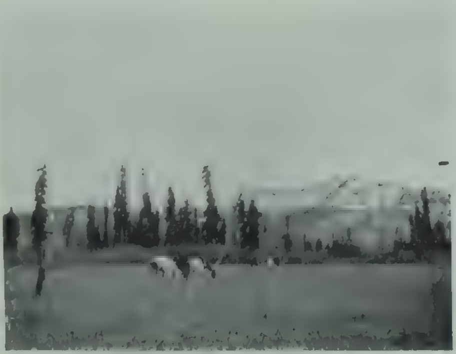
No. 4—A 10-acre Ranch, only one mile from the city limits, on good waggon road. This property is all under thorough cultivation, and most of the fruit trees are in bearing, of which there are about 700; also small fruits in large quantity. A chicken-house and run fenced in. A good stable. No dwelling. Well watered. Owing to its closeness to the city this place is very cheap at $12,000.

Write for full particulars of the above and other properties to—

R. J. STEEL, SOLE AGENT, Nelson, B.C.

Farming and Ranching Lands in British Columbia Interior

TAPPED BY THE NEW LINE OF THE GRAND TRUNK PACIFIC RAILWAY AND ON THE ROUTE OF STEAMBOAT NAVIGATION.



A scene on our Bella Coola claims.

12,000 acres in claims of 80 to 640 acres in the Bella Coola Valley, fronting on or near Salmon River, Anaham Lakes, and tributary streams.

1,700 acres in claims of 160 to 320 acres in the celebrated Bulkley Valley, destined to become one of the foremost agricultural districts of the Province.

12,800 acres in claims of 640 acres at Stewart Lake. Lack of transportation facilities has been a handicap to this district. This problem has now been solved by the successful navigation of the rivers by steamers, and will soon be still further aided by the new Grand Trunk Pacific Railway, so that the brilliant future of this district is now assured.

All this land has been staked by ourselves and is the best obtainable in the different districts mentioned. We are offering this at the exceptionally low figure of **$8 per acre**, and will be pleased to send you our booklet with maps and all particulars fully describing the several districts.

Pemberton & Son, Fort Street, Victoria, British Columbia

COMPANY MEETING.

MESSRS. BEYER, PEACOCK & CO.

The annual general meeting of Messrs. Beyer, Peacock and Co., Ltd., was held on Friday last week at the Westminster Palace Hotel, S.W., Sir Vincent Caillard (the chairman) presiding.

In moving the adoption of the report and accounts the Chairman said:—If you will cast your eyes on the credit side of the account before you, you will observe that while we have written off dismantlements to the extent of £5,046, we have, on the other hand, added £9,893 to the item "plant and machinery." The dismantlements consisted entirely of machinery which was unfitted for up-to-date methods. This obsolete machinery has been not only replaced, but the actual additions effected amount to nearly the same figure as the replacements, so that we are continuing, as the figures show, to do our duty in the way of keeping well abreast of the times in the matter of economy of labour and improved mechanical appliances. The item of £1,500 written off electrical machinery continues the operation undertaken for reasons of economy in electrical power which I fully explained last year, and into which I need not therefore enter again. As to capital expenditure in suspense, this also has been fully explained at past general meetings, and although we should have been glad to have seen the entry disappear from our balance-sheet, we know that the investment is a safe one, and we are in no hurry to get rid of it until we can get our own price for it. Work in progress is the next item of interest, showing as it does a decrease of slightly over £20,000 on the corresponding figure in our last balance-sheet. We should all wish, of course, that that decrease had been an increase, but considering the state of trade, which, so far at any rate as locomotives are concerned, has not yet shown any signs of revival, we may with sound reason congratulate ourselves that the decrease is no larger. The last two items on the credit side of the balance-sheet may be adverted on together, as they are in no small measure interdependent.

Cash in Hand Increased.

Thus, while our sundry debtors owe us some £67,500 less than they did last year, our cash in hand has increased by nearly £131,500, an indication that, as indeed is the fact, our recent deliveries have already been paid for in cash in full, while, owing to the accident of accounts, there was an outstanding balance due to us at the close of the previous year equivalent to 10 per cent. of the value of the engines invoiced during the year. If you will glance at the other side of the balance-sheet —at the entry, "sundry creditors"—you will see a figure, £63,637, which is about £18,400 more than the corresponding figure last year. So that while, by what I have called the accident of accounts, the debts due to us have been largely paid before the year closed, the debts we owe have been, to the increased extent mentioned, carried forward into this year, and our cash at bankers is accordingly shown in a swollen condition, which is temporary to a certain extent. Then, as you will have seen, our reserve funds continue, happily, to accumulate, and in some measure that also must be shown in our cash account. Lastly, there is the scarcity of orders to be considered, as reflected in our work in progress to which I have already drawn your attention. From this latter point of view I can scarcely wish you anything better than to see next year a largely decreased amount of cash at bankers and in hand. I may add that so far as lay in our power we have done our best that large cash balances should not be unremunerative, and we made such arrangements with our bankers, by placing sums on deposit, that the money not required for our business has earned the best obtainable secure rates of interest. Turning now to the credit side of the balance-sheet, the only point which I think calls for remark before we come to the profit and loss account is the aggregate figure of our reserve funds, which, owing to your wise votes in past years, to which, on the present occasion we shall ask you to add further wisdom, and owing to our handsome additions to reserve for depreciation, now amount together to £140,000.

Satisfactory Trading Profits.

This brings me finally to the profit and loss account, which is always the most materially interesting part of yearly accounts. The main item, "profit on trading," shows a slight decrease of £6,718 on the previous year, a result which, seeing the state of trade to be that which I described just now, is one upon which I can very truly congratulate you, for there has been great scarcity of work in the market for some months past, and with that scarcity keener competition, and therefore, naturally, reduced prices. I hope you will agree with me that we have really done uncommonly well under the circumstances. Interest received—that is, interest earned on our cash balances—has naturally increased, as I have already explained, the increase being £1,256. No other item calls for observation, I think, except "income tax," for which we are setting aside £4,084 as compared with £619 last year. It will be remembered that this tax is levied on the average profits of three years, and that as bad years drop out of the average and good years take their place, the tax proportionately increases. And, further, this increase may have, and not infrequently has, to be met in a bad year; and, in view of the uncertainty of the future, it is wiser to set aside a fair reserve to meet such a contingency. In the amount of £4,084 now before you, there is set aside such a reserve of £2,000. It is this, together with the largely increased three years' average, which accounts for that apparently considerable amount. The final outcome is that we have an amount of £49,664 to carry to the balance-sheet. The manner in which we recommend you to dispose of that sum is already before you. Some might think we should be justified in proposing a higher rate of dividend for the year. We think not. We hold unswervingly to the principle on which I have expatiated to you on past occasions—the principle of building up as rapidly as we reasonably may a large and solid reserve fund. Moreover, I repeat, trade conditions for the current year have not announced themselves favourably—and we are sure that we are doing wisely in not yet recommending you to increase the rate of 7½ per cent. for our dividends—a rate which, after all, is quite a satisfactory return upon the capital invested.

Mr. S. W. Pilling seconded the motion.

The Canadian Investment.

Mr. Valentine Morris said he was not altogether satisfied with the explanation given in regard to the company's Canadian investment. They had £11,935 standing there, and if they had the money they could be making 4 per cent. on it in the market, whereas they were not making anything. He had no doubt the directors were well aware that they could not tie that land up without the Canadian Government taking something in respect of unearned increment. With regard to the profits, he found that in the six years, 1898-1903, prior to the new managemenit, they made an average of £70,774 per annum, whereas in the six years 1904-1909 they had made an average of £67,269 per annum. He did not wish to find fault, but as a member of the old staff, he felt very proud of the figures, because they vindicated the old staff. He wanted Mr. Hoy and all concerned in the management to work hard and try to beat the figures shown by the old staff.

Mr. Metcalfe said that as an old shareholder he must candidly admit that the present balance-sheet was one of the most favourable he had seen in connection with the company, especially in view of the fact that they had £70,000 or £80,000 in reserve and £70,000 set aside as reserve for depreciation. He did not wish to say a word against what Mr. Morris had said, but he would point out that the force of the argument greatly depended upon the way in which the figures in the two periods mentioned were made up.

The Chairman, in reply, said that with regard to the land in Canada, the directors took the very best opinion they could get in Montreal upon the site and its value, and they confidently believed they were running practically no risk in holding the land and waiting for an opportunity of realising it at what they hoped would be a fair and reasonable profit. The area of the land was as nearly as possible 100 acres, and it was situated at Lachine, an important industrial suburb of Montreal. With reference to the comparison of profits which Mr. Morris had made, as Mr. Metcalfe had pointed out, there were various ways of taking figures into account, and there was the further consideration that trade in one series of years might be very much better than in a succeeding series of years, and certainly since this company was formed there had been several years in which they had suffered from bad trade. He could assure Mr. Morris that the whole of the Board, as well as the staff, were doing their utmost in the interests of the shareholders.

The motion was carried unanimously.

Sir Frederic Lacy Robinson, K.C.B., and Mr. Thomas Craven, the retiring directors, were re-elected.

THE WINNIPEG ELECTRIC RAILWAY CO.

Results of the Lawsuit by the City.

Messrs. Jaffray, Cassels, and Biggar, the Toronto stock brokers, discussing the decision in the recent law suit brought by the city of Winnipeg against the Winnipeg Electric Railway Company, say:—

"There were three main points at issue and the company won on two of them. The point on which the city succeeded was as to the right of the company to distribute power within the city without the latter's consent. The Court held with the city on this point, declaring it proper that the municipality should have authority over the distribution of such a dangerous commodity as 2,300 volts of electricity. The Court declared that so far as the company brought in its power over private right-of-way, as it does, the company was acting within its powers, but that to carry it along streets the city's consent was necessary and had not been properly obtained.

"The Winnipeg Electric Railway Co., in fact, has four departments: railway, electric light, gas and power. The city solicitor's opinion is that the judgment gives the city authority to control the power business. So far this power business of the company has furnished only about 7 per cent. of the company's total revenue. Half the revenue comes from the railway and over 40 per cent. from gas and electric light. It will thus be seen that the total revenue is likely to be very little affected even if the decision is upheld on appeal. And even if it is upheld, the decision simply means that the company must get the city's authority to distribute power. As there are several industries depending on this power, and no other immediately available, it is difficult to see that this consent could be long postponed. Shareholders need have no worry about their dividends, since the power business is the source of such a small portion of their revenue, and the natural growth of the city promises to largely increase the revenue from the other and more important functions of the company.

"The main point in the action was the right of the railway company to have a hydro-electric power house outside the city and to bring in such power to operate the railway. The company's agreement with the city provided that power house, etc., should be within the city. The Court finds on this point in favour of the company to the extent that such an outside power house is not a ground for forfeiture of the franchise. The company's contention, which seems to us most reasonable, is that the importation of an electric current, which is transformed at a power house within the city, is not different from the importation of coal which is transformed into electric current within the city. The latter was the method of creating current before the construction of the hydro-electric plant at Lac du Bonnet. The directors were much pleased at the company's success on this point."

JANUARY MUNICIPAL BOND SALES.

The municipal bond sales in Canada during January, as compiled by the *Monetary Times*, were $881,838, as compared with $2,540,862 for the corresponding period of last year. The following is a summary:—

Alberta	$210,321
Manitoba	207,600
British Columbia	206,000
Ontario	184,747
Saskatchewan	73,170
	$881,838

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The annual report of the Assessment Department of the city contains the following figures:—Land values, $20.037,695; building and improvements, $26.422.835; business assessment, $5.031,433; income, $3,683.848; total taxable assessment, $55,175,811; exempted property, $20,709.400; grand total, $75,885.211. The assessment for public school purposes is $43,098.685, and for separate schools, $12,077,126. The total increase during the past year was $4,667,606, as compared with $5.766,738 in 1908.

——The annual report of the Council of the Dominion Rifle Association shows that the receipts of the year amounted to $27,355, and the expenditures to $27,380, as against $26.528 and $26.679 respectively in the year 1908. There was an increase over 1908 in the entry fees of the squadded and team matches of $1,304, and in the extra series matches of $205, but a decrease in the practice shots of $262.

Toronto.—The announcement has been made that a new Roman Catholic seminary is to be erected in Toronto archdiocese for the final training of young priests. A donation of $150,000 has been made by Mr. Eugene O'Keefe for this purpose. The raising of the additional $100.000 required should be comparatively easy.

——At the 75th annual meeting of St. George's Society the following officers were elected for the ensuing year:—President, Mr. R. S. Hudson; 1st Vice-President, Mr. J. C. Bayliss; 2nd Vice-President, Mr. H. H. Mason; 3rd Vice-President, Mr. D. M. Harman; Chaplains, Rev. D. T. Owen, Rev. W. H. Hincks; Physicians, Dr. Norman Allen, Dr. W. H. Pepler, Dr. C. J. Copp; Treasurer, Mr. Samuel Trees; Secretary, Mr. John W. Gamble Boyd. Applications for relief last year were a little lighter than 1908, and this year has opened fairly satisfactorily. The treasurer's report shows the society to be in a splendid condition financially. The receipts were $3,394, and the expenditures $2.207, leaving a balance on hand of $1,187.

——The old Rosedale golf links at Toronto, comprising about twenty acres, has just been sold to a syndicate for $80,000, and will be opened up into another high-class residential district adjoining North Rosedale.

Hamilton.—The City Treasurer has presented his annual statement, showing a surplus from last year of $59,140. The taxes collected amounted to over $38.000 more than was estimated.

Guelph.—Municipal ownership and civic government of the gas electric light, and water plants of the city of Guelph show even better results for the year just closed than in past years. The gas output shows an increase of 12 per cent., and the revenue increased from $48.779 to $56,556 for the year, while the electric light plant shows an increase from $34.947 to $40,573. On the two departments the Light and Heat Commissioners report a net profit of $31,077 and a total of income of $98,525, including $4,647 premium on debentures sold. The Water Commissioners report gross earnings of $30,283; operating expenses, $9,108; leaving a profit of $21,175. The total amount expended on the new extension was $133,132, and the capital expenditure for the year $10,784. So satisfactory is this report that the Water Commissioners have passed a resolution giving a 10 per cent. reduction in the rates, to go into immediate effect.

Fort William.—The Canadian Pacific Railway bridge across the Kaministiquia River will be built on the city side of the river at or near Vickers Street. It will be a lift structure, double deck, and will cost approximately $750,000. The construction of it is to be completed on or before October 15. The bridge owned by the same company across the McKellar River will leave the bank of island No. 2 at a point between the plant of the Great Lakes Dredging Company and the Kaministiquia River.

Port Arthur.—There was a large attendance of members at the annual meeting of the Port Arthur Board of Trade. Many expressions of congratulation were heard on the splendid report of Mr. Wiley, the President, reviewing the past year, comparing it with previous years, and suggesting plans for the future. On the motion of Mr. H. A. McKibbin and Major Little the report will be printed in an attractive form and distributed throughout the large cities of the Dominion. The officers elected for 1910 were: President, Mr. F. S. Wiley; Vice-President, Mr. J. T. Emmerson.

QUEBEC PROVINCE.

Quebec.—The graduates and undergraduates of l'Ecole Polytechnique of Laval University recently held their thirteenth annual banquet. Among the guests were Sir Lomer Gouin, Prime Minister of Quebec, the Hon. J. Decarie, Mr. Honore Gervais, M.P., Sir George Garneau, Mayor of Quebec, and the Rev. Father Desjardins, Secretary of Laval. Sir Lomer Gouin stated that if $5,000 annually was received by the Polytechnique from the Federal Government, the Canadian Pacific, and Grand Trunk Railways, as had been suggested, then the Provincial Government would supplement this sum with a grant of $15,000 per annum. Mr. Honore Gervais referred to the great growth of Canada during the past twenty years, to its great industrial progress, and to the need of men well trained in scientific pursuits to carry on these works, which had necessarily to be accomplished.

——Mr. G. A. Vandry has been unanimously elected President of the Quebec Board of Trade at its sixty-ninth annual general meeting. The other officers are: First Vice-President, Mr. W. A. Marsh; Second Vice-President, Mr. Jos. Picard; Treasurer, Mr. A. E. Scott.

——A fifteen-storey hotel is, it is stated, to be built at the foot of Mountain Hill. The structure will cost $1,000,000.

Montreal.—A recent report shows that the new Board of Control will have at its disposal the sum of $18,500,000. Over $6,000,000 of the amount is derived from revenue, while the remainder is made up of sums that the city may float for great public improvements.

——The terminals of the Canadian Northern Railway in Montreal will cost about $5,000,000. It is expected they will be complete in two years, by the time the Ottawa-Toronto line is ready.

——Fletcher's Field was visited on the first night of the carnival by about 50,000 persons, who witnessed the fireworks from the ice palace.

——The stipend of the Bishop of Montreal at the recent meeting of the Diocesan Synod was raised from $4,000 to $6,000.

——Canada scored a decisive victory over the United States in the international curling match for the Gordon medal, the points being: Canada, 147; United States, 77.

Cookshire.—Mr. Rufus Pope, ex-M.P. for Compton, and his family will, in the near future, take up their residence in the Province of Alberta.

NOVA SCOTIA.

(From Our Own Correspondent.) Halifax.

Half a century of continuous existence was celebrated a short time ago by the oldest military organisation in Nova Scotia, when the Scottish Rifle Company, now embodied in the 63rd Rifles, organised a sleigh drive to the Florence Hotel, Bedford, and after dinner listened to stirring speeches by the Hon. D. C. Fraser, the Lieutenant-Governor, and General Drury. Two of the original members of the company, Colonel Bremner and Colonel Mowbray, were present, as well as many former members whose services did not date back so far as that. Colonel Bremner and Colonel Mowbray told many interesting tales of the early days of the company.

It has been decided to purchase an organ for the new cathedral of All-Saints, Halifax, at once, in order that it may be ready for the opening of the cathedral in September. The price will be in excess of $10,000. About $5,000 has already been raised, and a sum of $1.000 has been promised when the remaining $4.000 has been collected.

The North British Society has voted $250 to the Memorial Tower to be erected in the park given to the city by Sir Sandford Fleming. The fund is now over $20,000. It is expected that the English and Irish national societies will also contribute.

News of the Province.

Mr. William Marconi is on his way to Cape Breton, to superintend the completion of a new power plant which will replace the old one destroyed by fire last year. Mr. Marconi has been in Europe for several weeks. The new station, according to present plans, will be ready for transmission of trans-Atlantic messages in April.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

By employing woodsmen on snowshoes to track the animals the Government of Nova Scotia hopes, within the present month, to secure twenty fine New Brunswick deer to transplant into the peninsula for breeding purposes. Permission to run down the deer has just been granted by the New Brunswick Government.

Ninety English, Scottish, and Irish girls, bound for the West, formed not the least interesting portion of the passengers who arrived recently on the *Empress of Britain*. The girls travelled in one party, under the care of Mrs. Sanford, of Winnipeg.

Seven Scottish domestics and a farmer and his wife, who arrived on the Donaldson liner, *Athenia*, however, were quickly placed in the Province by Mr. A. B. Wilmot, superintendent of immigration. Three of the girls remained in St. John, while the others were sent to Rothesay, Hartland, White's Cove, and Chipman. A position was found for the man and his wife on a farm in York County.

The Customs receipts for the month of January show a large increase as compared with the same month last year, the amount of excess being $32,701.

PRINCE EDWARD ISLAND.

Charlottetown.—Two of the most prominent business men of Charlottetown recently died within two hours of each other—Mr. Thomas Handrahan, aged eighty, head of Peake Brothers and Company, and Mr. George Stanley, aged fifty-one, junior partner of Stanley Brothers.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

MANITOBA PROVINCE.

(*From Our Own Correspondent.*)

Winnipeg.

Representatives of Eastern manufacturers located here have been formulating protests, which will be presented to the Government at once, against the methods of the business tax by licence, at present imposed on Manitoba. They regard the policy as unjust and unwise when the cities are striving to attract industries to the West.

The Vulcan Iron Works has purchased twenty acres of land in the western portion of the city, on Notre Dame Avenue, directly adjoining the Dominion Bridge Company's works. The object of the Vulcan Company is to hold the site in case it should be necessary to change the location of its works. The area purchased cost $3,000 per acre, or $60,000 for the property. This summer the Vulcan will erect a new blacksmith's shop on the old site, to cost $30.000.

The T. Eaton Company has also secured a site of 325ft., situated on the east side of Hargrave Street, south of Graham, with a depth of 120ft., to the lane between Donald and Hargrave, and immediately in the rear of the big store. The new site will be used temporarily this spring for the storage of materials for the announced addition to the main store. It is the present intention to eventually use the site for a large factory, auxiliary to the immense factory now at Toronto.

The revenue of the Post Office for January, 1910, shows an increase of more than $15,000 over that for January, 1909, while the clearing-house returns for the first week in February show an equally satisfactory result. The figures are $14.592,361, as opposed to $10,948,141 for the corresponding week in the previous year, making an increase of $3,644.220. Nor are the city's finances alone growing, for the new City Directory just issued places the population of Winnipeg, St. Boniface, and suburbs at 172,000, an increase of 15,000 over last year.

News of the Province.

The answer from the Canadian Northern Railway Company to the Brandon City Council's terms regarding the proposed hotel, requests that the company be granted exemption from taxation on the hotel and land on all over an assessment value of $20,000 for twenty years. When the request came before the City Council the term was cut down to ten years, but an agreement has finally been made on fifteen years.

A well-attended meeting of the Portage la Prairie Board of Trade was held in the secretary's office, at which the officers for the year were elected as follows:—President, Mr. T. L. Newman; Vice-President, Mr. W. H. Thompson; and Secretary, Mr. H. J. Coleman. The financial statement showed a balance of $50,000 on the right side of the ledger.

The Bank of Hamilton sustained a loss recently in the destruction of their bank building at Swan Lake, with a loss of $10,000. All the contents were destroyed except what was in two safes. The manager and clerks had narrow escapes from death.

Mr. Duncan Cameron, member of the Legislature for Gilbert Plains, has resigned his seat to accept the managership of the Sterling Bank of Canada at that town.

SASKAT-CHEWAN.

(*From Our Own Correspondent.*)

Regina.

The Hon. Walter Scott has returned from Edmonton where he conferred with the Hon. A. C. Rutherford and other members of the Alberta Government upon a number of questions of mutual interest to the twin Provinces. An important subject under consideration was the proposal for joint representations to the Ottawa authorities concerning a federal land grant for university endowment to each of the Provinces. Representatives of the two Governments will proceed to Ottawa shortly after the Alberta Session ends to urge the request for a university grant. The question of railway freight rates will also form the subject for joint action by the two Governments. Mr. Scott further conferred with the Attorney-General on the Canadian Pacific Railway land tax exemption case, which has bee initiated by the two Provinces. It is now expected that this case will be ready for hearing before the Imperial Privy Council next June, and it is intended, if possible, that the Attorneys-General of the two Provinces will go to London to assist in preparing the case.

While no official information has yet been given out, it is stated that the plans filed by the Canadian Pacific Railway for the proposed new union station here, to be used by the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern Railways call for a building costing between $500,000 and $600.000, which will be the the finest building of the kind between Winnipeg and the coast.

At the annual meeting of the Institute of Chartered Accountants of Saskatchewan, one of the most important decisions which particularly affects bookkeepers was the establishing of examinations in bookkeeping only. The subject of bookkeeping will be treated fully, and diplomas issued by the Chartered Accountants' Institute to those who are successful. A medal will be given to the candidate securing the highest number of marks.

ALBERTA PROVINCE.

(*From Our Own Correspondent.*)

Edmonton

The Union Jack floats on the dome of the legislative wing of the new legislative buildings on Parliament Hill. This marks the completion of the steel work on that section of the building. During the past few weeks a steel construction gang has been working at its topmost speed rushing the steel beams into place, with the result that the skeleton of the building is almost completed, and stands out imposingly against the sky line.

The final location party for the Alberta and Great Waterways Railway, which will complete the location of the line through to Fort McMurray, has taken up the location work eighty miles north-east of the city, and will work north.

In an attempt to secure betterment of conditions for prisoners in provincial and Dominion gaols throughout the country. Dr. Chown, General Secretary of the Temperance and Moral Reform League of Canada, is in the West for a few weeks, and visited the city recently. His efforts are towards the object of securing more outdoor wor for prisoners in the provincial gaols. The Premier told the General Secretary that in all cases where four provincial gaols were being established in Alberta sufficient property was being purchased to allow of prison farms to be established, and henceforth farm work would be the chief labour in which prisoners in provincial gaols would be engaged.

The Canadian Pacific Railway has just completed a new telegraphic line direct between Edmonton and Winnipeg, by way of Wetaskiwin and Saskatoon, over the newly opened railway line of the company. The telegraphic wire is for use between Edmonton and Winnipeg alone, and no intervening points will be allowed to cut in.

Calgary News.

The City Commissioners of Calgary recommend that an additional twenty miles be added to the present waterworks system. The cost of this extension will be close to $250,000. The Council will also consider a proposal to grant the old general hospital and site to the Government for use as a military school.

The Department of Militia has sanctioned the organisation of the 103rd Regiment of Rifles at that place, the corps to consist of six companies. It will be known as the Calgary Rifles.

BRITISH COLUMBIA.

Victoria.—The Province's revenue from timber licenses during January amounted to $170,337.

Mr. George Phillips, of the Esquimalt naval station, has been appointed as local representative of the Associated Board of the Royal Academy of Music and the Royal College of Music. This Board offers an exhibition and a gold and silver medal as prizes in the annual competition to be held under their auspices next June, and the Lieutenant-Governor has also offered a trophy to be competed for by the several classes of the public schools.

Vancouver.—The land registry office has already reached a new record in the number of applications. These, for the month, reached 2,300, exceeding the best previous figure by over 200. The revenue totalled $15,474, or more than double that for January of last year. Bank clearings also nearly doubled the figure for the corresponding month last year, and more than doubled the record for January two years ago, the figures being:—January, 1910, $29,274.530; January, 1909, $16,407,127; January, 1908. $13,992,301. Customs returns, including the month's revenue from the Chinese tax, show an increase for the first month of 1910 of $125.862 over January of last year. The returns for January a year ago were $176,137. Of this $2,017 represented the collection on the incoming Chinese for that month.

——The City Engineer has been ordered to insert in the specifications for all city improvements contemplated to be done by contract a clause stipulating that a minimum wage of 28 cents per hour for an eight-hour day should be paid the men employed on the works.

The British Columbia Electric Railway Company will shortly undertake important improvement work on their tracks at the corner of Government and Yates Streets, and at the corner of Fort and Government Streets.

——The civic authorities will this year make a grant of $5.000 for the support of the Royal Institution of Learning, the branch of McGill University which is now being conducted in Vancouver.

——The sportmen of the British Columbia mainland have met the announcement that the Provincial Game Warden proposes recommending that 1.000 pheasants be imported and liberated in the Fraser River district and on the Island with unqualified approval.

——The Vancouver Stock Echange has moved into its handsome new home.

——There is at least 37.000 horse-power capable of development at the Campbell River Falls, according to the statement of Mr. Gray Donald a hydraulic engineer, in a report just made to the Chief Water Commissioner, in connection with the application for a water record at that point made by the Campbell River Power Company.

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ALBERTA. SASKATCHEWAN. BRITISH COLUMBIA.

COMPANY MEETING.

THE ANGLO-CANADIAN FINANCE COMPANY.

The fourth ordinary general meeting of the Anglo-Canadian Finance Company, Limited, was held on February 22 at the Institute of Chartered Accountants, Moorgate Street, E.C., Mr. J. R. Tennant (Chairman and Managing Director) presiding.

The Chairman, in moving the adoption of the report and accounts, said: In this, the fourth year of the company's existence, I think we may congratulate ourselves on our steady and continued progress. The profits are £2,500 larger than last year, we pay the same dividends on the ordinary and deferred shares, add £3,000 to the reserve fund, and the carry forward is nearly doubled. I look forward to the time, not far distant I hope, when we shall have a reserve fund equal to our paid-up capital. Since we met you last we have only been interested to any large extent in one promotion, viz., the North Coast Land Company, Limited. We were compelled to issue the prospectus at a very inopportune time, and in spite of this the issue was well subscribed and the shares are now strongly held by investors. We have never for a moment regretted the comparatively small amount we took up all our information goes to show that the North Coast Land Company should have a prosperous future. The president (Mr. Chandler Edwards), who is largely interested in the success of the company, has been very hard at work securing further land on the most favourable terms and organising the selling department, and he seems confident of being able to report satisfactory sales before very long. We have the very greatest confidence in Mr. Edwards's judgment and integrity. There can be no question, we think, that land well bought on the main line of the Grand Trunk Pacific Railway cannot fail to show good profits, and thus enhance, of course, the value of the shares.

The Chairman then read a letter from Mr Cowan, who said: "Having lived in British Columbia for over 20 years, and for the greater part of that time in that part of the country lying between the Rocky Mountains and Prince Rupert, I can claim an intimate acquaintance with its resources. This belt will shortly be opened up by the Grand Trunk Pacific and Canadian Northern Railways, which are in course of construction. Taken as a whole, the soil of the district between the main points—Fort George and Hazelton—is excellent, and the climate far better than on the eastern side of the Rockies. All grains and grasses grow to perfection, potatoes and vegetables of all kinds do extremely well. It is a well watered country, with timber in patches, and there is no possible doubt that, with the increase of immigration following the railways, the values of the land, etc., will be greatly enhanced. As an example of how well crops grow, I may say that the grain grown at Fraser Lake (on the route of the Grand Trunk Pacific) has for several years taken the first prize for grain grown in British Columbia. Having knowledge of some of the properties acquired in this district by the North Coast Land Company, Limited, I can say that Mr. Edwards has invested most judiciously for you—C. G. Cowan."

I will now go through the various items in the balance sheet. On the debit side, our capital account remains the same as last year. The reserve fund will be increased by the appropriation this year to £16,000 Creditors, £20 985, seems a large sum, but more than £13,000 has already been paid off and the remainder will be liquidated as securities are realised, which is gradually being done. The rest of the items do not require detailed remark. On the credit side, investments are £44,171, as against £25,000, or £19,000 more than last year; and, according to our usual custom, we do not include in these any commission shares. These investments have been valued at considerably under market price. Loans are £1,000 less, and debtors £1,700. Cash in hand, £4,500 more.

The profit and loss account shows expenses the same as last year, and profits nearly £2,500 more. With reference to our timber properties in British Columbia, which I told you at our last meeting would probably be sold during the year, I have now to report that these limits have been sold at a satisfactory profit. This sale was made too late to be incorporated in last year's accounts, but will, of course, appear in the accounts for 1910.

Mr. Tennant concluded with a review of the progress of Canada during the year 1909.

Mr. F. B. Dunsford seconded the resolution, which was carried unanimously.

Mr. J. R. Tennant and Mr. F. B. Dunsford were re-elected managing directors.

Quebec and Lake St. John Railway.—The Bondholders' Protection Committee has issued a circular stating that Mr. A. J. Gorrie, of Quebec, has been appointed as receiver in the interest of all classes of bondholders. An investigation of the company's affairs is to be carried out by Messrs. G. A. Touche and Co., and a report made upon the line and equipment by a competent engineer.

Western Canada Flour Mills.—British bondholders will be interested to learn that it has been decided to increase the elevator capacity at Winnipeg and Goderich. At Winnipeg a new elevator will be built with a capacity of 500,000 bushels.

Dominion Textile Co.—The following information, supplied by the President of the Dominion Textile Co., is issued by Messrs. Sperling:—Net sales for January, 1909, $588,774; 1910, $800,000 (approx.); total sales for 10 months, 1909, $4,765,557; 1910, $7,155,198; orders received during January, 1909 $707,218; 1910, $925,160 (approx.); total orders on hand, 1909, $2,596,404; 1910, $2,500,000 (approx.).

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

After having been depressed in sympathy with New York, the Canadian security markets have shown a stronger tendency in response to the improvement in Wall Street and London. Business has been quiet, but prices have reacted sharply under the lead of C.P.R. Steel Common was in the van of the movement, and other stocks to advance were Scotia, Richelieu Navigation, Twin City, Mackay, and Sao Paulo. Rio was sold, but the reported competition that this company will, it is said, have to contend with in Rio de Janeiro had little effect. Montreal Power advanced, and Toronto, Rails, Montreal St., and Shawinigan each benefited from the improved tendency here and at Montreal. Bank shares are fractionally weaker, but Nova Scotia attracted buyers. Mining issues have been dull, with prices disposed to recede still further. Mexican North Western Railway Common stock has been listed here this week.

Toronto Railway Dividend Prospects.

For some time past there has been some talk of an increase in the dividend on Toronto Railway stock, this being, of course, due to the large increase in the earnings. A well-known financial house, in a recent circular letter, points out, however, that it would be well to remember that while the net earnings, which will approximate $1,900,000, are quite capable of supplying the increase, it must not be overlooked that next year the company begins paying off its own bonds at the rate of $200,000 per annum, and the redemption of the Toronto Power Company bonds calls for $225,000 additional, or together $425,000 per annum, so that it would be unwise to advance the dividend until this contingency is fully considered. At the present price, and on the present 7 per cent. dividend basis, the yield to the investor on Toronto Rails works out at 5.60 per cent. per annum.

Winnipeg Electric Litigation.

The decision given in the suit of the City of Winnipeg against the Winnipeg Electric Railway resulted in two of the points raised being given in favour of the company, and one for the City. It is understood that the decision will be appealed against. The points raised involved important issues with regard to the manufacture of power, but are not in any way vital to the company, and the verdict had little effect upon the price of the stock. It is impossible to deal with the points in a short note, but the case shows how careful Canadian utility companies have to be to avoid coming to loggerheads with the municipalities in which they carry on their operations.

The Packing Industry.

The B.C. Packers' report for 1909 shows what an important event to the packing industry is the "big run," which occurs every fourth year, the profits being $351,123, against $108,225 for 1908. The arrears of dividend on the Preferred are now cleared off, and when the present dividend is paid there will still remain a substantial sum to be carried to the next account. One authority says that there is every expectation of the company paying the next dividends on the Preferred stock on May 20 next.

The Steel Combine.

Rumour is still busy with the coming steel combination. One Montreal correspondent says: "Mr. Plummer's visit to Montreal has aroused unusual interest in the market aspect of Steel and Coal. He was asked regarding terms of the merger, but stated that nothing could be done until the auditors made their report. The stock market, however, by a rather mysterious intuition, has a way of very often forecasting matters of this kind with no little accuracy, and on the 'Street' to-day the expression hard was 'par for Steel.' It is stated that for the last three years Steel has earned over 7 per cent., while Coal's earnings were slightly under 6 per cent. It is said that Coal will go in at 115."

Canada and Mergers: Proposed Legislation.

A Bill has been introduced into the Canadian Parliament to provide for the investigation of combines, trusts, and mergers, "which may enhance prices, or restrict competition to the detriment of consumers." The text of the bill suggests the improbability of the measure passing into law, and it is so drastic in its provisions that it is sure to meet with strong opposition on the part of the many interests which it will threaten.

A New Merger.

The *Globe's* Montreal correspondent telegraphs:—"It is stated here that the merger of several of the largest fish buying and exporting houses in Nova Scotia has been practically completed. The firms in the merger are four: (1) The Chas. Robin Collas' Company, Ltd., of Jersey, with head office at Halifax, and some thirty branches, many of them on the Gaspe coast; (2) A. G. Jones and Co., Halifax; (3) Zwicker and Co., Lunenberg; (4) The Atlantic Fish Companies, Ltd., of Lunenberg, with branches at other points. The Bank of Montreal is said to be financing the deal."

Further Gold Discoveries in New Mexico.

Advices from Porcupine Lake, New Ontario, state that the incoming tide of prospectors has been diverted for the time being from that district to Night Hawk Lake, where gold was discovered several years ago. A couple of Swedes, who were recently prospecting on the Redstone Creek, on the south-west side of the lake, found gold-bearing quartz, and this has started another rush of prospectors into the Redstone Creek district. On the Hollenger claims the veins or dykes of quartz run up to 25 ft. wide, and where stripping has been done gold is discernible to the naked eye.

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THE LONDON MARKET.

LONDON, WEDNESDAY.

The general volume of dealings on the Stock Exchange during the past week has not been a large one. A certain amount of investment business has been in progress, induced by the very pronounced ease of money, but political influences have been against speculative activity. Such departments as those devoted to American rails and mining shares have been completely wantng in briskness, though factors bearing upon Yankees and Kaffirs have not been unfavourable. Gilt-edged issues have ruled hesitating, and home rails have met scattered profit-taking.

Canadian securities have been irregular with only a moderate volume of business to report. The gilt-edged stocks of the Dominion have met with some favourable attention, the 3½ per cents. adding ½ at 100. Nova Scotia and Ontario 3½ per cents. have put on the same fraction. In the railway list Grand Trunk stocks have again been favourably in evidence, owing to further "bear" covering, prices on balance having added ½ to 1 to last week's advance. Canadian Pacifics have been off colour with Yankees, and on balnce are a fraction lower. Grand Trunk Pacific Threes show a rise of ½, and Canadian Northern Four per Cent. Perp. debentures are also higher by that fraction. White Pass and Yukon is ½ up, and British Columbia Electric Railway Deferred has scored an improvement of a point. For the most part miscellaneous securities have presented a weak appearance. Shawinigan Water has been marked back 4 to 105 without much business being recorded, while Canadian Cement Common has given way 4¾ and Canadian General Electrics 1. On the other hand, Canadian Car and Foundry Common at 72½ is 2½ better. Lake Superior issues are small fractions down. As regards land issues Hudson's Bays have held their ground, but several lower-priced shares are easier. Western Canada Lands have yielded 1s., while Calgary and Edmonton and Southern Albertas are each 6d. weaker. South American tractions have been cheerful in most directions.

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NEW ISSUES.

The British Columbia Electric Railway Co., Ltd., announce an issue of £530,000 Four and a Quarter per Cent. Perpetual Consolidated Debenture stock. The proceeds of this issue are required by the company for the construction of the new hydraulic electric plant at Jordan River, near Victoria, the further increase in capacity of their electrical plant at Lake Buntzen, the installation of an auxiliary steam plant at Vancouver, and for the acquisition of additional electric locomotives and rolling stock to meet the constantly increasing business of the company.

With regard to this issue, we may mention that the net earnings of the company for the six months ending December 31, 1909, amounted to £156,053, or at the annual rate of £312,106; while the amount required to pay interest on the Debentures, including the present issue, is only £76,388, and the reserve funds of the company now amount to £290,765. The increase in the net earnings for the past six months is nearly three times the increase in fixed charges created by the present issue. Detailed particulars of the issue are published on another page.

THE
INVESTMENT
TRUST
COMPANY,
LIMITED.

Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.

DIRECTORS.

President ... ... K. W. BLACKWELL
(Director Merchants' Bank of Canada, Vice-President Montreal Street Ry. Co.)
Vice-President ... ... J. P. BLACK
(Director Dominion Textile Co.)
JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
A. J. NESBITT, Man. Director.

Montreal, Canada.

WESTERN TRUST COMPANY.

A Strong Western Canadian Organization.

Pays special attention to the investment of funds in Mortgages and other Canadian Securities; undertakes the Management and Sale of Real Estate; acts as Fiscal Agent of Corporations; and administers Trusts of every nature. Correspond with us on any subject requiring attention in Canada.

Head Office WINNIPEG.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3 %	97	94	94½	91	92½.91½
" 3½ % Reg.... ..	[illegible]	97½	101	97	100½.99½
" 3½ % Bonds ..	[illegible]	[illegible]	103½	100	102.101
Alberta, 1938 ..	Iss.	1909	102	99	103.102
British Columbia, 1917...	[illegible]	97	107	102	105.103
Manitoba 4 % B'ds, 1947	[illegible]	98	104	100	104.102
Nova Scotia, 3½ %	98	90	96	92	94½.93½
Ontario (Pr.) 3½	99	[illegible]	97	92½	95½.94½
Quebec (Pr.) 3 %	85½	81	87	83	86½.85½
Saskatchewan 4 %, 1949	Iss.	1908	[illegible]	99½	103.102
Calgary (C.) 4½ % Debs.	104	98½	106	100	106.104
Edmonton 4 %, 1915-47	108	103½	109	105	109.106
Hamilt'n(C.)4% Deb. 1934	102	98	[illegible]	99	102.100
Montreal(C.)4 Deb. 1932	107	[illegible]	106	102	107.105
Ottawa 4½ %, 1913	104	100	103	100	103.101
Quebec(C.) 4 % Debs. ...	103	99	104	100	103.101
Regina (C.) 5 %, 1923-38	107	101	[illegible]	105	109.107
St. John, N.B. 4 %, 1934	103	97	103	99	102.100
Saskatoon (C.) 5 %, 1938	105½	101	107	102	108.106
Sherbrooke(C.)4½% Deb., 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	103.101
Vancouver (C.) 4 % Deb., 1947-9	101½	99	104	[illegible]	102½.101½
Victoria (C.) 4 % Debs., 1933-58	99½	98½	102½	99	102.100
Winnipeg (C) 4 % Deb. .	103	97	104	99	107.105
BANKS.					
B. N. A.	147	141	155	148½	155.154
*Commerce	171	155½	[illegible]	171½	207.206
Dominion...	225	221½	242	240	247.245
Imperial	218½	218½	228½	220½	235.233
*Merchants	160	151	170	160	179.177
*Molsons	207	195	211	[illegible]	208.207
Montreal	250	[illegible]	251½	245	261.260
*Ottawa	205	200	213	210	210.209
*Royal	233	211½	233	[illegible]	230
*Toronto	220½	204½	227	[illegible]	220
INDUSTRIALS.					
Bell Telephone	143	115	150	138	152.151
Canadian Car Co.	Iss.	1909	—		73.72
Canada Cement Com. ..	Iss.	1909			[illegible]
" " Pref. ...	Iss.	1909			88½.88
*Canadian Col. Cot. M...	50½	47½	63	47½	59.56
Canadian G. El. C. ..	108½	80½	127	106½	119½.118½
*Canadian Marconi ..	1.70	1.50	—	—	—
*Consumers Gas	198	182	[illegible]	[illegible]	206.205
*Crow's Nest Pass Coal .	130	120	[illegible]	[illegible]	76
Dominion Coal Com. ..	70½	37	93½	43	89.87
* " " Pref. ..	112	85	119	96	115.113
Dominion I. & S. Com.	25	12½	72½	19	73.71
" " " Pref.	66½	36	[illegible]	[illegible]	140.139
*Dominion Textile Com.	47	42	79½	57½	73¾.73¼
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	10	[illegible]	[illegible]	—
Halifax Electric	104½	87½	122	106	124.120
*Internat. Coal & Coke .	71½	65	—		85.82
*Internat. Portland Cem.	122	[illegible]			163
*Lake of the Woods Com.	[illegible]	71	145½	97½	[illegible]
* " " Pref.	119	103	[illegible]	118	125
*Laurentide Paper Com.	112	93	130	112	128
* " " Pref.	118	101½	131½	[illegible]	130
Mackay Co.'s Com. ...	77⅞	51½	[illegible]	70½	93.92
" " Pref. ..	71	59½	77	[illegible]	[illegible]
Mexican L. & P. Com.	[illegible]	45⅝	[illegible]	62	[illegible]
" " Pref.	[illegible]	[illegible]	107½	103½	104½.103½
Mexico Tram...	[illegible]	68½	150½	123½	[illegible]
*Montreal Cotton	125	[illegible]	131	117	135.132
Montreal L. H. & P. ...	113½	85	129½	109	137.136
*Montreal Steel Com. ...	[illegible]	60	104	68	100.98
* " " Pref. ...	112	92	117	100	120.109
Montreal Street	204½	170½	220	[illegible]	229.227
*Montreal Tele...	145	135	155½	[illegible]	145
*Northern Nav.	[illegible]	84	[illegible]	[illegible]	[illegible]
N. S. Steel & Coal Com.	62	43	[illegible]	54	[illegible]
* " " " Pref.	[illegible]	[illegible]	112	111	[illegible]
Ogilvie Flour Com... ..	116	102	114½	112	[illegible]
" " Pref... ...	130	114	125	[illegible]	[illegible]
*Penman's Ltd. Com. .	[illegible]	[illegible]	[illegible]	42	[illegible]
* " " Pref. ...	[illegible]	72½	[illegible]	[illegible]	[illegible]
Richelieu & Ont. N. ..	78	62	92½	77	[illegible]
Rio de Janeiro T... ..	82	29½	[illegible]	87	[illegible]
St. John Ry.	125	[illegible]			101
St. Lawrence & Chicago N.	[illegible]	[illegible]	[illegible]	[illegible]	119.117
Sao Paulo ..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shawinigan W. & P. .	[illegible]	55	[illegible]	[illegible]	105½.104½
*Toronto Electric Light...					117.115
Toronto Ry.	[illegible]	[illegible]	[illegible]	[illegible]	129.128
Winnipeg Elec.	[illegible]	[illegible]	[illegible]	[illegible]	184.183
W. Kootenay Power Bds.					110.108
RAILWAYS.					
Alberta Ry.	[illegible]	[illegible]	[illegible]	[illegible]	159.154
" 5 % Deb. ...	[illegible]	[illegible]	[illegible]	[illegible]	107.105
Can. North. 4% Perp. Deb	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C. P. R.	[illegible]	[illegible]	[illegible]	[illegible]	185½.185
Dominion Atl. Ord	[illegible]	[illegible]	[illegible]	[illegible]	18.15
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	44.39
Gd. Trunk Pac. [illegible] M	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 4 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	97.95
Grand Trunk	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 4 Guar.	[illegible]	[illegible]	[illegible]	[illegible]	95½.94½
" 1st Pref.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 2nd Pref.	[illegible]	[illegible]	[illegible]	[illegible]	100½.99½
" 3rd Pref. ...	[illegible]	[illegible]	[illegible]	[illegible]	56⅝.56⅜
Minn. St.P.& S.S.M. Co.	[illegible]	[illegible]	[illegible]	[illegible]	149.140
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	160.157
Quebec Cent. N. Inc. ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec & L.St. John Inc.	[illegible]			[illegible]	
White Pass	[illegible]	[illegible]	[illegible]	[illegible]	5.4½
" " 5 % 1st Inc.	[illegible]	[illegible]	[illegible]	[illegible]	103.101
" 6 % Deb	[illegible]	[illegible]	[illegible]	[illegible]	96.94

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120½	111½	163½	140	166.165
*CanadianSavings&Lo'n	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	180.179
*Dom. Savings & Invest.	72	70	72	70½	71½
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	198.194
*Toronto General Trusts	150	143	165	150	170.166
*Toronto Mortgage ...	107	104	130	114	128
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ...	45/-	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$110	$95	$100.99
Hudson's Bay	92	73	99	75	104½.102½
S. Alberta	1⅛	⅞	1⅜	1⅛	1⅜.1⅛
Western Canada... ...	1¼	⅞	1⅛	1	1⅛.1⅛
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	102
*Canadian Col. Cot. ...	100	92	100	95	101.100
Canadian Iron Corp. ...	Iss.	1908	103	94	103½.102½
Dominion Coal	94	87	98½	90	103.101
*Dominion Cotton... ...	98½	91	105	99	105.103
Dominion Iron & Steel	80½	70½	97½	77½	99.98
*Dominion Textile "A"	98	80½	98½	91½	95
* " " "B"	97	83½	100	92	97
* " " "C"	96½	82	100	90	95.94
* " " "D"	98	85	104	93	100.99
Electrical Devel. of Ont.	88	70	90	81	84.81
*Lake of the Woods Co.	117½	102½	112	104	112.111
Lake Superior Co. ...	Iss.	1909	90½	88	90½.90
*Laurentide Paper ...	112	104	114	109	110.108
Mexican Electric Light	90	73¾	87⅛	79	84¾.83¾
Mexican L. & P.... ...	90	80½	90	80	91.90
Montreal L., H., & P...	101	91½	100½	98⅛	99.97
*Montreal Street	100	95½	102½	99½	101.98
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " " Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112½.112
" " 1st M. "B"	106½	105	112½	106⅞	112½.112
Rio de Janeiro 1st Mort.	92½	72	98½	90	97.96
Sao Paulo	97	90¾	105	90½	103.102
Winnipeg	106	99	106	102½	107.106
W. Canada Flour Mills	Iss.	1908	107	98	108.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on February 9:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.50	2.20
Chambers-Ferland... ...	2,311,000	1.00	.36	.35
Cobalt Central	4,761,500	1.00	.19	.18½
Cobalt Lake...	3,930,866	1.00	.21½	.21
Silver Queen	1,500,000	1.00	.20	.19
Coniagas	4,000,000	5.00	5.75	5.50
Foster-Cobalt	915,518	1.00	.27	.25
Green Meehan	1,500,000	1.00	.10	.8
Kerr Lake	3,000,000	5.00	8.75	8.65
McKinley-Darragh ...	2,246,937	1.00	—	.80
Nova Scotia	1,900,000	1.00	.38	.37½
Peterson Lake	2,561,820	1.00	.24	.23½
Right of Way	499,518	1.00	1.35	1.20
Silver Leaf	5,000,000	1.00	.10⅞	.10¾
Temiskaming	2,500,000	1.00	.59¾	.59½
Trethewey	945,450	1.00	1.39	1.37
Nipissing	6,000,000	5.00	10.00	9.95
	Nom. cap.			
La Rose	7,500,000	5.00	4.24	4.20
Watts	1,000,000	1.00	.15	.13
Crown Reserve	2,000,000	1.00	3.52	3.50
Little Nipissing	1,000,000	1.00	.30⅞	.30⅝

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending Feb. 14.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,450,000	$293,000	—
Grand Trunk	£111,829	£13,101	—
Canada Atlantic...........	£6,134	£86	—
Grand Trunk Western ...	£22,740	£3,166	—
Detroit Grand Haven...	£7,219	£1,770	—
Mexican	$162,300	$1,400	—
Canadian Northern	$189,300	$68,600	—
Alberta	$6,828	$2,582	—
Quebec Central	$13,505	—	$1,209

United Empire Bank of Canada.—The report for the year to December 31 states that deposits have increased by over 86 per cent. Eight of the twelve branches are not only self supporting, but have earned a profit. Quarterly dividends at the rate of 4 per cent. per annum have been paid for the year.

PUBLIC NOTICE.

THE CANADIAN BANK OF COMMERCE
DIVIDEND No. 92.

Notice is hereby given that a dividend of 2½ per cent. upon the Capital Stock of this institution has been declared for the three months ending the 28th February next, and that the same will be payable at the Bank and its branches on and after Tuesday, 1st March next.

The transfer books will be closed from the 14th to 28th February, both days inclusive.

By order of the Board,
H. V. F. Jones, London Manager.
2, Lombard Street, London,
24th January, 1910.

4½ PER CENT. DEBENTURES.
TORONTO SAVINGS AND LOAN COMPANY.

PAID-UP CAPITAL £205,479
RESERVE FUND 133,561
TOTAL ASSETS 618,802

This Company is at present receiving LOANS on Debenture at 4½ per Cent. for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE Writers, Agents in Great Britain.
144, St. Vincent Street, Glasgow.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 9[illegible].

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.
DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Patent Attorneys.

TORONTO—
C. H. RICHES, Canada Life Building.

W. LAKE MARLER.

Bonds, Stocks, and Debentures on Commission.

Cobalt Stocks specially reported upon, on application.

110, WELLINGTON STREET,
Cable Address: "MARLER." **OTTAWA, ONT.**

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital $4,000,000
Reserve Fund $4,818,871

79 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $6,000,000 (£1,232,876)**

President—B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

- Cranbrook
- Creston
- Dawson
- Fernie
- Greenwood
- Kamloops
- Ladysmith
- Mission City
- Nanaimo
- Nakusp
- Nelson
- New Westminster
- Penticton
- Prince Rupert
- Princeton
- Revelstoke
- Vancouver (4 offices)
- Victoria
- White Horse

WESTERN PROVINCES

- Bawlf
- Brandon
- Broderick
- Calgary
- ,, (East)
- ,, (South)
- Canora
- Carman
- Carmangay
- Claresholm
- Cleverville
- Crossfield
- Dauphin
- Delisle
- Drinkwater
- Durban
- Edmonton
- Elbow
- Elfros
- Elgin
- Elkhorn
- Gilbert Plains
- Gleichen
- Grandview
- Granum
- Hardisty
- Hawarden
- Herbert
- High River
- Humboldt
- Innisfail
- Innisfree
- Kamsack
- Kindersley
- Langham
- Lanigan
- Lashburn
- Lethbridge
- Lloydminster
- Macleod
- Medicine Hat
- Melfort
- Melville
- Milestone
- Milk River
- Monarch
- Moose Jaw
- Moosomin
- Nanton
- Neepawa
- Nokomis
- N'th Battleford
- Olds
- Outlook
- Pincher Creek
- Ponoka
- Portage la Prairie
- Prince Albert
- Provost
- Radisson
- Red Deer
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- Saskatoon
- Shelbrook
- Stavely
- Stony Plain
- Strathcona
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- Virden
- Vonda
- Wadena
- Warner
- Watrous
- Watson
- Wetaskiwin
- Weyburn
- Wilcox
- Winnipeg (7 offices)
- Yellowgrass
- Yorkton

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- Barrie
- Belleville
- Berlin
- Blenheim
- Brantford
- Cayuga
- Chatham
- Cobalt
- Collingwood
- Crediton
- Dresden
- Dundas
- Dunnville
- Elk Lake
- Exeter
- Forest
- Fort Frances
- Fort William
- Galt
- Goderich
- Gow Ganda
- Guelph
- Hamilton
- Kingston
- Latchford
- Lindsay
- London
- Montreal (2 offices)
- Orangeville
- Ottawa (2 offices)
- Paris
- Parkhill
- Parry Sound
- Peterboro'
- Port Arthur
- Port Perry
- Quebec
- Rainy River
- St. Catharines
- Sarnia
- Sault Ste. Marie
- Seaforth
- Simcoe
- Stratford
- Strathroy
- Thedford
- Toronto (12 offices)
- West Toronto
- Walkerton
- Walkerville
- Waterloo
- Wiarton
- Windsor
- Wingham
- Woodstock

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- Antigonish
- Barrington
- Bridgewater
- Charlottetown
- Halifax
- Middleton
- Montague
- New Glasgow
- Parrsboro'
- St. John
- Shelburne
- Souris
- Springhill
- Summerside
- Sydney, C.B.
- Truro
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- Portland, Ore.
- Skagway, Alaska
- San Francisco, Cal.

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The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 500,000

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- Bow Island Alta.
- Brandon, Man.
- Brantford, Ont.
- Burdett, Alta.
- Cainsville, Ont.
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- Darlingford, Man.
- Davidson, Sask.
- Dawson, Yukon Dist.
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- Duncans, B.C.
- Estevan, Sask.
- Fenelon Falls, Ont.
- Fredericton, N.B.
- Greenwood, B.C.
- Halifax, N.S.
- Hamilton, Ont.
- Hamilton, Westinghouse Ave.
- ,, Victoria Ave.
- Hedley, B.C.
- Kaslo, B.C.
- Kelliher, Sask.
- Kingston, Ont.
- Levis, P.Q.
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Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5,300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

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Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

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Collections on Canada or the U.S. receive prompt attention.
Remittance in payment by cheque on London, Paris, or Berlin.

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THE

BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL.

EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

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Fort William, Ont.
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Glace Bay, N S.
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  ,, North End.
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Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask
Kelowna, B.C.
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Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
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Mahone Bay, N.S.
Marysville, N.B.
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Merritt, B.C.
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MONTREAL, Que.
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  ,, Papineau Avenue
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  ,, Point St. Charles.
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  ,, Westmount.
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SPOKANE, State of Washington.

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FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up	**£719,178 - $3,500,000**
Reserve Fund	**£719,178 - $3,500,000**

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
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Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

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THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,602,157 (£945,650)

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Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
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Leamington
Little Current
London
Lucan
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Markdale
Meadowvale sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
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Thamesville
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Watford
West Lorne
Westport
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Williamstown
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  ,, 320 St. Catherine St. W.
  ,, 1330 St. Lawrence Boul.
  ,, 1866 St. Lawrence Boulevard
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Brandon
Carberry
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Macgregor
Morris Napinka
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Oak Lake
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Russell
Souris
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Camrose
Carstairs
Castor
Daysland
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Killam Lacombe
Leduc
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Kisbey
Maple Creek
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AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 141 Branches of THE MERCHANTS' BANK OF CANADA.

Banking, Insurance and Finance.

Prospects of Grand Trunk Ordinary.

We have yet to await the report for full particulars as to the results achieved by the Grand Trunk Railway Company during the second half of 1909, but, as we stated last week, the preliminary statement caused lively satisfaction in the Stock Exchange, and a very marked advance in the prices of the junior securities. *Canada* has persistently recommended its readers to take advantage of the reduced quotations current during the past few years owing to the falling-off in profits due to the trade reaction in the Dominion. The results revealed in the revenue statement show how rapid has been the recovery in the trade of the Dominion, and the traffics reported for the first few weeks of the present year are highly encouraging. The significance of the figures recently issued lies in the fact that it is clearly evident that, had it not been for the very large amount devoted to the reduction of the engine and car renewal account, the company could easily have paid the full dividend on the Third Preference, and even then carried forward a very substantial balance. As it is, the directors wisely decided to deal heroically with the outstanding balance of the engine and car renewal account, and, as a result, there is only about £200,000 required this year to extinguish this charge on profits.

* * *

A Long Shot.

Whilst we do not believe that the directors will pay anything at all on the Ordinary stock until they are fully justified in doing so, it is quite evident that only a moderate improvement on last year's results is required to bring that stock within sight of a dividend. Although those whose mission in life it is to decry the Grand Trunk and all its works allege that the company is heavily committed in regard to guarantees on the Debenture issues of its subsidiary, the Grand Trunk Pacific, it should not be overlooked that the latter has been built very cheaply owing to the favourable terms on which the necessary capital has been raised, and that the Grand Trunk owns all the Ordinary stock of the Grand Trunk Pacific, and consequently holds the reversion to all the profits of this important undertaking after paying the interest on the prior charges. The average mean price of Grand Trunk Ordinary during the past seven years has been 22½, the extremes having been 33¾ and 11. At the current quotation the stock is some ten points below the price obtaining when the prospects of the system were not nearly so bright as they are at the present time, and we once again repeat our opinion that for a long shot the stock has attractions even for the investor, whilst for the speculator there is every chance of the recent improvement making further progress during the current year.

* * *

Winnipeg Electric Bonds.

In pursuance of our practice of giving particulars of attractive Canadian investments, we present some data this week with regard to the 5 per cent. bonds of the Winnipeg Electric Railway Company. This concern, formed in 1904, is a consolidation of the Winnipeg Electric Street Railway Company and the Winnipeg General Power Company, and controls all the street railway, gas, electric power, and commercial electric lighting business of the City of Winnipeg and the town of St. Boniface. The security of this issue is a first lien on the hydraulic plant and transmission lines, and a first mortgage on the railway, gas, and electric lighting plants, subject to $1,000,000 Winnipeg Electric Street Railway bonds, due 1927. Redemption is provided for by a sinking fund commencing in 1915. That the interest is well secured is shown by the fact that the profits in 1908 amounted to more than three times the amount of the fixed charges. Like other Canadian utility concerns, this company is somewhat subject to municipal aggression, and a verdict has just been rendered in a Manitoba court in a suit brought by the City of Winnipeg against the company. The points at issue were somewhat involved, and related in the main to the manufacture of power; and, as the company sustained two out of three of its contentions, the decision is not altogether one-sided, and, as it is, will be, we understand, appealed against. It can in no way affect the security behind the bond issue, which is ample. At the current quotation of about 107, the 5 per cent. bonds of the Winnipeg Electric Railway Company yield a return, without allowing for redemption, of nearly 4¾ per cent., and can be recommended to all seeking a sound Canadian bond investment.

* * *

Will the "Soo" Corporation join the Steel Combine?

An enterprising news agency tells us that negotiations are proceeding in Canada between Mr. Plummer, the President of the Dominion Iron and Steel Company, and Mr. Robert Fleming, "representing London interests controlling the Lake Superior Corporation which have for their object the consolidation of the most important coal, iron and steel interests of Canada." This rumour, however, is premature. Mr. Robert Fleming is at present in London, and we learn on the best authority that no definite steps are likely to be taken until he has had an opportunity of personally conferring with Mr. Plummer. It has, of course, been common gossip in Canada for some time past that efforts to bring about such a consolidation were in progress. Anyone could have learned as much by perusing our Toronto correspondent's weekly letters. But we had no idea that these negotiations had assumed such an interesting stage. It is also surprising to learn that "the consolidation plan includes practically all the iron and steel companies of the Dominion except the Drummond Combination and the Nova Scotia Steel Company." It is news to learn that the Lake Superior Corporation is to be included in the merger. This is quite a new development. It has been a matter for keen discussion in Canada as to whether the Nova Scotia Steel Company would come into the projected Consolidation, and if this and the Drummond Combination the Canada Iron Corporation, whose securities were placed here in 1908 are to be left out, the consolidation will not be nearly so strong as if they had been included. The Nova Scotia Company is a by no means negligable rival, whilst the Canada Iron Corporation will shortly prove a formidable competitor with the older companies, owing to its strong strategical position. With the new capital introduced in 1908, the Drummond Combination has been able to develop its remarkable iron deposits at Bathurst, in New Brunswick, and make large extensions to its plant, which will enable it to offer a strong opposition to the consolidation now under contemplation. Possessed of abundant supplies of raw material in four Provinces, and furnaces, foundries, and plant extending from Nova Scotia to Fort William, it cannot be left out of consideration by those who are attempting to carry through the present iron and steel merger any more than can the Nova Scotia Steel and Coal Company.

* * *

Quebec and Lake St. John Developments.

Last Monday's meeting of the unfortunate bondholders of the Quebec and Lake St. John Railway provided several sensations. Mr. Macrae, at the outset, reviewed the events that had led up to the meeting of the bondholders in January, explained the subsequent developments, and expressed a decidedly lugubrious view of the future of the undertaking. From his speech one gathered the impression that the Trustees considered that it was regrettable in the extreme that the Canadian Northern Company's offer had been withdrawn, and that the future of the company as an independent concern was the reverse of cheerful: indeed, he doubted whether it would be possible to earn the full interest on the Prior Lien bonds. The prolonged discussion which followed showed that during the period that had elapsed since the first meeting considerable dissension had developed between the Bondholders' Committees and the Trustees, and that even the former were not unanimous in their opinions as to the best course to pursue to extricate the undertaking from its present position. The appointment of the Receiver was sharply criticised, and also the selection of the firms deputed to investigate the financial position of the company. The Canadian Northern Railway did not escape censure, it being felt that the offer made to the bondholders should not have been withdrawn because the committees appointed by the latter desired to nominate a firm of accountants to carry out the investigation which it was felt should be made before the bondholders gave their decision.

* * *

A House Divided against Itself.

In the end common-sense views prevailed, and the meeting was adjourned for a month in order to enable the reports upon the financial position of the company to be prepared. A resolution was also adopted recommending that the bondholders should deposit their bonds with the Committee. It is to be hoped that in the interval that will lapse before the bondholders meet again, every effort will be made to patch up the dissensions which were disclosed at the meeting. Nothing but harm can come from divisions of opinion at the present juncture. Recrimination is useless. All should unite in devising a scheme for saving the company if the Canadian Northern Railway do not see their way to renew their offer. Until the reports from the Receiver and the two firms who are investigating affairs are received, no one can speak with any degree of certainty as to the true position of affairs. It may be as black as some people paint it on the other hand, the eminent accountants who are now inspecting the books, and the Receiver, may find a gleam of hope sufficient to encourage the view that brighter days may yet be in store for this ill-starred railway. But we repeat with all the earnestness we can command, that every effort should be made to heal the dissensions that at present exist. The position is far too critical for such sharp divisions of opinion as were disclosed at the meeting on Monday. Each party protests its desire to arrive at a solution of a very complicated problem; but this cannot be achieved if those who are anxious to discover a way out of the present deadlock persist in an attitude of mutual distrust.

Trade and Business.

CANADA AND GERMANY.

The announcement that a new commercial agreement has been made between the Canadian and German Governments lends interest to the latest figures issued by the Department of Trade and Commerce at Ottawa, regarding the exports and imports passing between the two countries during the last few years:—

	Imports from Germany.		Exports to Germany.
		$	$
1905	Dutiable	5,013,512	1,146,654
1905	Free	1,628,583	
1906	Dutiable	5,046,778	1,872,557
1906	Free	1,993 313	
1907	Dutiable	4,040,488	1,066,605
1907	Free	1,442,719	
1908	Dutiable	6,498,340	2 374,607
1908	Free	1,762,405	
1909	Dutiable	4,400,718	1,476,552
1909	Free	1,600,658	

The total trade between the two countries (including coin and bullion) has been as follows:—1905, $7.788,793; 1906, $8.912.648; 1907, $6.549.812; 1908, $10.625,352; 1909, $7.478.006.

The principal items of the imports from Germany in the year ended last March were:—Manufactures of iron and steel, $999.000; metals and minerals, $1,176.000; wool and woollen manufactures, $380.000; fancy goods, $519,000; furs and manufactures of furs, $625,000; cotton and cotton manufactures, $591.000.

Of the exports from Canada to Germany, in the same period, the principal items were:—Agricultural implements and machinery, $464.000; asbestos and minerals, $338.000; and breadstuffs, $213,462.

Under the new agreement the list of Canadian products admitted to Conventional rates includes wheat, barley, oats, clover-seed, grass-seed, fresh and dried apples, sawn timber, wood for casks, horses, horned cattle, sheep, meat, lobsters, greases, flour, condensed milk, tinned foods, calcium carbide, wood-spirit (crude and refined), leather footwear, semi-pulp, and millboard.

As regards Germany, Canada will suspend the existing surtax on German imports, and they will come in under the general tariff as from March 31 next

* * *

CANADA AND FRANCE.

Now that the new commerical treaty between the Dominion and France is actually in force, we reproduce the following table regarding the trade done between the two countries during the last ten years:—

	Exports.	Imports.
1898	$1,025,262	$3,975,351
1899	1,557,722	3,889,295
1900	1,374,770	4,368,502
1901	1,581,331	5,398,021
1902	1,388,848	6,672,194
1903	1,341,618	6,580,029
1904	1,597,928	6,206,525
1905	1,511,298	7,201,283
1906	2,120,091	7,697,757
1907	*1,409,572	*6,679,132
1908	1,806,732	10,251,717
1909	3,176,096	8,028,806

* For nine months owing to change in the Dominion Government's fiscal year.

Among the exports to France, the principal items exported last year were: Breadstuffs, $952,148; fish and fish products, $1,019,099; agricultural implements, manufactures of iron, steel, metals, an dminerals, $853,198; wood, pulp, etc., $104.598.

The principal articles of import last year from France were: Cotton and cotton manufactures, $275,349; drugs and dyes (dutiable), $95,114; fancy goods (including laces, feathers, and braids), $457,263; fruit, $366,294; gloves and mitts, $304,459; hides and skins (other than fur), $465,923; optical instruments, $163,957; ribbons, $325.366; silk fabrics, $666,697; velvets, $731,005; wines and spirits, $951,425; tobacco pipes, mounts, etc., $141,735; fabrics of wool (lustres, mohair, alpaca, and Italian linings, etc.), $1,000,467.

* * *

A VALUABLE FOX SKIN.

A despatch from Edmonton, the capital of the Province of Alberta, states that a magnificent silver fox-skin, which was brought in last week from Grand Prairie, brought the highest price ever paid for a single skin on the local market. It sold to a St. Paul buyer for $1,075.

TRADE NOTES.

A despatch from Halifax states that an agreement has been entered into by which the interests of the following firms engaged in the fish business on the Atlantic Coast will be merged under the name of the Atlantic Fish Co., Ltd.:—Messrs. Charles Collas and Co., A. G. Jones and Co. (Halifax), the Atlantic Fish Co., Ltd. (Lunenburg), and Zwicker and Co. (Lunenburg). The Bank of Montreal has for some time been interested in the Atlantic Fish Company.

Expanding business has made it necessary for the Canadian General Electric Company to enlarge its premises either in Toronto or in Peterboro'. Mr. Frederick Nicholls, general manager of the company, states that it is the intention to spend between $250,000 and $750.000 on new buildings and equipment. The company has on hand orders for machines totalling 100.000 horse-power.

The Winnipeg Development and Industrial Bureau is opening a special building in that city for a permanent exhibition of goods made in Winnipeg, together with a display of the natural resources of Manitoba, and of all Western Canada. By these means visitors to Winnipeg will be enabled to view the industrial status of the city almost at a glance. The most important industrial undertakings in the west will be invited to show their products in the exhibition. The Manitoba Government is interested in the project and will have on exhibition a complete display of the agricultural, mineral, and other forest productions and resources of the Dominion.

* * *

MESSRS. BEYER, PEACOCK & CO., LTD., AND CANADA.

On another page we allude to the annual meeting of Messrs. Beyer, Peacock, and Co. (Ltd.), the large engineering firm which last year acquired a valuable site near Montreal, with a view to establishing a plant in Canada. Whether this step is taken or not, it is probable that the real estate investment will prove a good one, as land in the immediate vicinity is steadily rising in value.

◆

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

J. Harper (dress goods, linings, etc.) (The T. Eaton Co., Ltd., Toronto)—English Office: 7, Warwick Lane, E.C.

J. H. Forster (dress goods, linings, etc. (The T. Eaton Co., Ltd., Winnipeg)—English Office: 7, Warwick Lane, E.C.

F. J. Trebilcock (dress goods and silks) (Gordon, Mackay, and Co., Ltd., Toronto)—London Office: 4, Carey Lane, E.C.

P. B. Drouin (furs, hats, etc) (The Waldron Drouin Co., Ltd., Montreal)—17, Aldersgate Street, E.C.

Geo. H. Stewart (Stobart, Sons, and Co., Ltd., Winnipeg)—17, Aldersgate Street, E.C.

Jas. Paton (Jas. Paton and Co., Charlottetown, P.E.I.)—Headquarters: 35, Milk Street.

A. Simons (Simons and Minguy, Quebec)—Headquarters, 35, Milk Street.

A. McLeod (Moore and McLeod, Charlottetown, P.E.I.)—Headquarters: 35, Milk Street.

MANCHESTER.

N. Paulet (dress goods, etc.) (Alphonse Racine and Co., Montreal)—Grand Hotel.

A. L. Sevigny (all goods) (P. P. Martin and Co., Montreal)—Grand Hotel.

George Kent (dress goods) (Greenshields, Ltd., Montreal)—Headquarters: 36, Cooper Street.

F. P. Garneau (all goods) (Garneau, Ltd., Quebec)—Midland Hotel and 36, Cooper Street.

Maurice P. Beaudry (all goods) (Gauvreau, Beaudry, and Co., Quebec)—Midland Hotel and 36, Cooper Street.

Chas. H. Alves (ladies' hosiery and made-up goods) (The Gault Bros. Co., Ltd., Montreal)—Own Office: 75, Whitworth Street.

W. Fewlings (dress goods and staples) (Gaults, Ltd., Winnipeg)—Own Office: 75, Whitworth Street.

J. Glass (hosiery and made-up goods) (Gaults, Ltd., Winnipeg) 75, Whitworth Street.

BRADFORD.

Arthur T. Little (dress goods) (Robinson, Little, and Co., London, Ont.) Midland Hotel.

D. McKay (dress goods, etc.) (Robinson, Little, and Co., Winnipeg) Midland Hotel.

J. M. Murphy (dress goods) (J. and M. Murphy, Halifax, N.S.) Midland Hotel.

H. Selinger (Crown Pants and Overall Co., Montreal) Midland Hotel.

E. St. Pierre (dress goods and woollens) (Thibaudeau Bros. and Co., Quebec).—Victoria Hotel.

Canadian Government
TRADE COMMISSIONER
SERVICE
IN THE
UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—
E. KIRKPATRICK, Plaza Hotel, Havana.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Holland—
W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—
J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.
H. R. POUSSETTE, Durban, Natal.

West Indies—
E. H. S. FLOOD, Bridgetown, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

THE G.T.R. IN THE UNITED STATES.

A charter incorporating the Southern New England Railway, to be operated as a branch of the Grand Trunk Railway system, has been asked for in the Rhode Island Legislature at Providence. The petition was signed by President C. M. Hays, of the Grand Trunk Railway, and by Vice-President E. H. Fitzhugh. As planned, the proposed road will run from Palmer, Mass., where the Grand Trunk's Central Vermont system extends, to Providence. The Grand Trunk already has two separate outlets in New England—Portland, Maine, and New London, Conn.

RAILWAY NOTES.

The Hon. G. P. Graham, Minister of Railways, has submitted revised estimates to Parliament regarding the cost of the alternative Hudson Bay railway routes as follows:

	Churchill.	Nelson.
Construction...	$11,351.520	$8.981,000
Shops, etc. ...	7.757,152	7,440,000
Port expenses	6,675,000	5,065,000
Total	$25.785.672	$21,486.000

Tenders for the remaining 135 miles of the Grand Trunk Pacific branch line from Tofield to Calgary have been let. In all probability the line will be completed to Calgary by the end of the year. This line will open up a considerable new territory, and has already been instrumental in creating at least one very thriving town where the line crosses the Canadian Pacific and the Canadian Northern Railways.

The Canadian Northern Railway has completed plans for its new terminal station in the city of Montreal, which are to be ready for use simultaneously with the completion of its new line to Ottawa and Toronto in 1912.

Mr. William Whyte, second vice-president of the Canadian Pacific Railway, has announced that the double tracking of the road would be continued in the spring from Winnipeg to Portage la Prairie, which is half way to Brandon, the latter town being 132 miles from Winnipeg, and that the second section would be completed the year following. Year after year the C.P.R. will build a double track on the more congested portions of their system, said he. At present most of their western branch lines strike the main line between Winnipeg and Brandon, and consequently this is the part that will be first provided with a second pair of rails.

BUSINESS OPENINGS IN CANADA.

Mr. Wm. P. Fitzsimons, Commissioner of Industries of the Grand Trunk Railway System and the Grand Trunk Pacific Railway, has just issued a very handsome booklet on "Golden Business Opportunities in Canada." The Commissioner also issues an interesting bulletin under the heading of "Business Openings in Western Canada." In these bulletins, issued quarterly at present, the Commissioner tells where there is an opening for a cobbler or coal dealer, a laundry or a livery stable, a baker or a banker, in the new and thriving towns along the Grand Trunk Pacific.

These publications may be obtained by applying to the offices of the Grand Trunk system at 17-19, Cockspur Street, Pall Mall, or 130, St. James Street, Montreal.

LORD PIRRIE AND THE ELDER DEMPSTER LINE.

It has been officially announced that Lord Pirrie, of the well-known shipbuilding firm of Harland and Wolff, Belfast, a director of the White Star Line, of the Dominion Line, of Frederick Leyland and Company, and chairman of the African Steamship Company, has bought the various shipping businesses controlled by the late Sir Alfred Jones, including the Elder Dempster line, which has for so long operated lines running from Atlantic ports of Canada to Mexico, the West Indies, and South Africa. Mr. D. L. Campbell of Montreal is the Canadian representative of the Elder Dempster line. The total tonnage of the five shipping companies operated by the late Sir Alfred Jones was 348.000, made up of 115 steamships.

THE SHIPPING FEDERATION OF CANADA.

Mr. James Thom, of the White Star Dominion line, presided at the annual meeting in Montreal of the Shipping Federation of Canada.

Passenger business, the report noted, showed a marked increase over 1908, and was most decided in the west-bound traffic, a fact showing the returning and increasing prosperity of the Dominion since the slump in the latter part of 1907.

Touching on imports and exports, the report stated: "The shipments of apples increased by 219,030 barrels; cheese increased by 82,648 boxes; lard decreased by 10,346 packages; eggs by 10,282 cases; butter by 53,612 packages; box meats by 57,658 packages; flour and meal increased by 339,208 barrels; cattle decreased by 5,056 head, and sheep by 8,494 head; lumber increased by 7,851,842 feet board measure; pulp and paper decreased by 9,582 tons; hay increased by 17.265 tons; and grain and seeds show a decrease of 3,871.117 bushels. This decrease in exports following on the bad year of 1908, with increased maintenance and working charges, shows what a small margin of profit accrues to the shipowner. As a matter of fact, the greater number of vessels have been unremunerative for some time. Whether the slight improvement that is showing in other shipping trades will extend to the Canadian trade remains to be seen; meanwhile we can only hope that the worst is now past."

The report was adopted, and a resolution was passed warmly thanking Mr. Hugh A. Allan for his services during his presidential term.

The total tonnage of vessels entered with the Federation in 1909 was 512.198, as compared with 498,874 in 1908, or an increase of 13,324 tons.

The following were elected officers:—Mr. Andrew A. Allan, president, by acclamation; executive committee, Messrs. James Thom (chairman), D. W. Campbell, R. W. Reford, W. R. Eakin, A. Wanklyn, J. R. Binning (treasurer).

A despatch from Toronto states that the Playfair interest, which controls the Midland Navigation Company's fleet of five bulk cargo boats, the Midland Coal and Dock Company at Midland, the Midland Towing and Wrecking Company, the Fort William Coal and Dock Co., lumbering, and other interests, have taken a $2.000,000 option on the interests owned by the Inland Navigation Company of Hamilton, and it is fully expected that the sixteen vessels of the two concerns will be flying one flag next summer.

It is reported that all Grand Trunk Pacific coal shipments for the Middle West will be handled from the Fort William docks.

Captain Archibald Reid, port warden of Montreal, arrived by the R.M.S. *Empress of Britain* last week in connection with the improvements still being made in that port.

Since the Franco-Canadian Commercial Treaty has gone into operation there has been an increase in the amount of freight offering, and the Allan line, which holds the contract for the direct service between Havre and Canadian Atlantic ports, is increasing its sailings. During March a vessel will leave London for St. John, N.B., via Havre, every Wednesday. The s.s. *Lake Erie*, of the C.P.R. line, will perform one voyage in the service for the Allan line.

We have received a copy of the first number of *The Empire*, another of the many patriotic journals which have recently made their appearance. Much space is devoted in this issue to Canadian affairs, and portraits of, and interviews with, prominent Canadians are a feature. In addition, space is devoted to the forthcoming Festival of the Empire at the Crystal Palace. The price of the journal, which is issued monthly, is threepence.

STEAMSHIP SAILINGS.

ALLAN LINE.—From Liverpool to Halifax and St. John:—

March 4.—R.M.S. *Virginian.*
March 10.—S.S. *Tunisian.*
March 18.—R.M.S. *Victorian.*
March 24.—S.S. *Corsican.*
April 1.—R.M.S. *Virginian.*

From London to Halifax and St. John:—

March 16.—S.S. *Sardinian.*
March 30.—S.S. *Pomeranian.*

From Glasgow to Halifax:—

March 5.—S.S. *Numidian.*
March 12.—S.S. *Ionian.*
March 19.—S.S. *Grampian.*
March 26.—S.S. *Pretorian.*

C.P.R. LINE.—From Liverpool to Halifax and St. John:—

March 2.—S.S. *Lake Champlain.*
March 11.—R.M.S. *Empress of Ireland.*
March 25.—R.M.S. *Empress of Britain.*

WHITE STAR DOMINION LINE.—From Liverpool to Halifax and Portland:—

March 3.—S.S. *Canada.*
March 24.—S.S. *Dominion.*

The White Star Dominion line has issued its schedule of spring sailings to Quebec and Montreal, by which it is seen that the s.s. *Dominion* will open the direct service to St. Lawrence ports by leaving Liverpool on Thursday, April 21. The sailings thereafter will be on Saturdays, and the new steamers *Laurentic* and *Megantic* will run on alternate weeks, commencing from April 30.

The Dundee Shipbuilding Company, Ltd., has secured an order for a steamer 160 feet long, of light draught, for passenger service, in Canadian waters. She will be specially strengthened, to contend with ice difficulties.

A cable dispatch from Montreal states that the immigration season is starting earlier than usual. The shipping companies report that practically all the boats coming to Halifax and St. John (N.B.) will henceforth be crowded with newcomers. Most of the immigrants are good-class artisans and farm hands.

TRADE PERSONALIA.

Mr. W. Webber, lately purser of the R.M.S. *Empress of Britain*, has been appointed Montreal passenger agent of the C.P.R. steamship service.

Mr. H. T. Meldrum has been appointed secretary of the Montreal branch of the Canadian Manufacturers' Association in succession to Mr. Dakers Cameron, who recently resigned that position.

Mr. Alexander Gibb, a well-known manufacturer's agent and metal broker of Montreal, has been appointed sole agent for Canada for the Glenboig Union Fire Clay Co., Ltd., of Glasgow.

Messrs. Brownell, Lindley and Co., engine manufacturers, of Manchester, are about to establish a branch of their business in Montreal. Mr. Fred C. Gibbons, managing director of the firm, is now visiting Canada, at the Windsor.

The Government of the Commonwealth of Australia has renewed its contract for a direct mail service between Sydney and Vancouver for another year. In 1912 the Transatlantic mail contract will come up for renewal.

THE TORONTO NATIONAL EXHIBITION.

At the annual meeting of the directors of the Canadian National Exhibition, held annually in Toronto, the following officers were elected:—Hon. president, Mr. W. K. McNaught; president, Mr. George H. Gooderham; first vice-president, Mr. John G. Kent; second vice-president, Mr. Jos. Oliver; executive committee, Mayor Geary, Mr. John A. Cooper, and Ald. S. McBride.

Dr. J. O. Orr, the secretary, who paid a recent visit to the United Kingdom, is in communication with many British manufacturers who are disposed to take space at the next exhibition, which will be held in September.

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

X. Y. Z. (Harwich).—We think you should support your committee. We refer to the matter fully in another column.

"CAN PAC" (South Kensington).—It is only a bucket shop. Do not send them a penny piece.

C. D. P. (Westgate-on-Sea).—Quite a respectable list, but if you can find any one to relieve you of the Quebec and Lake St. John bonds we should let them go—the outlook is far from cheering.

"MAJOR" (Colchester).—(1) Take your profit. (2) A first-class institution. (3) Write to the Dominion Trust Company, Ltd., Vancouver.

"READER" (West Hartlepool).—For reasons given elsewhere we advise you to hold.

L. B. H. (Newport).—At the present yield the price is high, but an increase in dividend is generally counted on.

EMIGRATION.

C. C. T. (Hampstead).—As regards a position as railway surveyor, write to Mr. W. A. James, engineer of construction, C.P.R. Depot, Winnipeg; Mr. M. H. McLeod, chief engineer of the Canadian Northern, Winnipeg; and to Mr. B. B. Kelliher, chief engineer of the Grand Trunk Pacific, Winnipeg.

A. H. (St. Albans).—We know many persons who reside, or have resided, in the city you name and have never heard it described as "unhealthy." Of course, in Canada, as here, for certain persons one locality is considered more suitable than another. In Canada there are as many climates as there are in Europe, and the opportunity for the selection of a suitable location is greater than in England.

GENERAL

T. B. (Whitehall).—The Mayor of Toronto receives $5,000 a year, the controllers $2.500 each, and the aldermen $300 each. If an alderman is chairman of one of the Council committees for the year he gets $100 extra.

A. G. G. (Beckenham).—Your letter was forwarded at once, according to your request, but if addressee has already returned to Vancouver, as we rather fear is the case, it will be some little time before you receive an answer.

X. Y. Z.- Raymond, Alberta, is situated about twenty-six miles west of Lethbridge, on the Canadian Pacific Railway. The town was incorporated in 1903. It is considered a growing business centre, and has now a population of about 2.500.

L. F. T. (Brighton).—Taxi-cab companies have been formed in the principal cities, and a larger percentage of well-to-do Canadians use automobiles than here. Consequently a man possessed of the testimonials you say you possess should have a better prospect in the growing country.

R. P. (Worcester).—The distance from Edmonton to Prince Albert is 951 miles. Write to Mr. F. I. Clarke, Secretary of the Bureau of Information for British Columbia, Victoria, B.C., regarding the Bulkeley Valley, which is said to be one of the best in the interior of British Columbia. The winters are described as very mild, and the rainfall is stated to be ample for the raising of crops of all kinds.

T. E. B. (Beckenham).—Hamilton is an exceptionally "English" Canadian city, and occupies a delightful situation on the shores of Lake Ontario, within 40 miles of Toronto, and 370 miles west of Montreal on the Grand Trunk Railway. It has ironworks and several considerable manufacturing industries and is close to the splendid fruit-growing area of the province of Ontario. A large number of the residents are well-to-do persons living in retirement.

R. E. C. (Eastbourne).—Father Point and Rimouski are practically the same: All vessels bound to Quebec and Montreal pick up their pilots at one or other of the two places, which are close together, about 157 knots east of Quebec. The mail steamers stop at Rimouski, where the mails are transferred to a tender and landed at a wharf on which the Intercolonial Railway trains draw up. Ordinary vessels pick up their pilots, without anchoring, at Father Point, which is about six miles east of Rimouski. The name Father Point is derived from the French Point aux Pères, this being the place where, in the early days of Canada, the Jesuit missionaries embarked in the spring for the Bersimis on the Labrador coast opposite. A religious service was held on the spot of land now known as Father Point prior to their embarkation.

ENQUIRY COUPON.

"CANADA." No 216. Feb. 26. 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending February 5, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
Buffalo	61.250	44,260
City of Cobalt	65,970	—
Cobalt Central		
Cobalt Lake	—	—
Colonial	—	—
Coniagas	61,200	126,590
Crown Reserve	61,444	272,540
Drummond	—	—
Kerr Lake	—	81,637
King Edward	—	—
La Rose	195,248	310,620
McKinley Dar.	—	41,060
Nipissing	300,300	255,310
O'Brien	69,050	64,010
Peterson Lake	49,600	—
Right of Way	—	—
Temiskaming	60,000	120,000
Trethewey	—	125,400
Totals	924,062 (462 tons)	1,441,397 (720 tons)

GOWGANDA.

The following shipments have been made to date this year:—

	Tons.
Blackburn Mine	30
Reeve-Dobie Mine	62

From Messrs. J. W. Vickers and Co., of 5, Nicholas Lane, E.C., we have received a copy of the "Vickers' Newspaper Gazette" for 1910. The volume, which has now reached its eleventh issue, is divided into three parts. The first consists of a gazetteer of the newspapers of the United Kingdom, the cities and towns of the United Kingdom being arranged in alphabetical order. The second part comprises the magazines, reviews, and periodicals, and the third is devoted to the colonial, Indian, and foreign press. The information contained therein is of much value and is arranged in exceptionally concise and orderly fashion. The price of the work is 2s. 6d.

Mining Properties.—Timber Berths.
Investments.
Cable Address: "ARBICKER."
A. R. BICKERSTAFF & CO. Ltd.,
Codes: A B C, Clough's.
621 to 627, Traders Bank Bldgs.,
TORONTO, Can.

Mining Engineer.
ARTHUR E. HEPBURN,
Consulting Mining Engineer,
956, Nicola St.,
VANCOUVER, B.C.
Cable Address: "RUHTRA," Vancouver.

USEFUL INFORMATION FOR INVESTORS.

Of Value for Reference.

Analysis and digests of the annual reports of all leading Canadian Financial Corporations and Industrial Enterprises appear in *Canada*. The annual reports of the following Canadian Banks have appeared in our columns since January 1:—

Commerce — Dominion — Merchants'— Royal
Ottawa.

Detailed statistical statements have also appeared on:—

Canadian Bond Issues during 1909.
Canadian Stock Exchange transactions during 1909.
Canadian Mergers in 1909.
Range of prices of leading Canadian investments, 1909.

Detailed accounts of the progress of the following important industrial enterprises have also been recently dealt with:—

Nova Scotia Steel and Coal Co.
Amalgamated Asbestos Co.
Ogilvie Milling Co.
Dominion Textile Co.
Canada Cement Co.
Western Canada Flour Mills Co.
Lake Superior Corporation.
Canada Car and Foundry Co.

Issues of *Canada* containing these reports can be obtained from the publisher, price 6½d.

CANADA'S BANKS.

The Assets $1,157,784.000; Liabilities $9 0,976,000.

A report issued in Ottawa by the Canadian Minister of Finance upon the position of the 30 chartered banks of Canada on December 31 last, showed that the total authorised capital of the banks at that date amounted to $140,467.000, of which $97.809.000 was fully paid, the reserve funds totalling $77.847.000. Total assets are given at $1,157.784.000 and total liabilities at $970.976,000. Among the assets, bills and cheques on other banks come to $50.090.000, Canadian bills $592.740.000, foreign bills $40.070.000, Government securities $12.820.000, communal and municipal securities $22.920,000, railway shares and bonds $50.010.000, call loans $204.610,000. Under liabilities bank notes in circulation come to $81,330,000, public credits $32.790.000, non-interest bearing deposits in Canada $261.270.000, savings deposits at 3 per cent. interest $499.080.000, deposits outside Canada $75.080.000, bank creditors $9.760,000.

Of the 30 banks one, the Sovereign Bank of Canada, in which, as is well known, the Dresdner Bank participates, is in liquidation. The position of this bank is given as: Assets, $6.745.000, including $3.791.000 overdue credits; liabilities $4,942.000, including a loan of $4.421.000. Of the other 29 banks one paid a 13 per cent. dividend, three 12 per cent., one 11 per cent., six 10 per cent., seven 8 per cent., four 7 per cent., two 6 per cent., three 5 per cent., and two 4 per cent.

The largest amount of paid-up capital is shown by the Bank of Montreal, which has $14.400.000; then comes the Canadian Bank of Commerce with $10.000.000, and the Merchants' Bank of Canada with $6.000.000, while the other banks have capitals from $5.000,000 to as low as $200.000.

CANADIAN BANK BRANCHES.

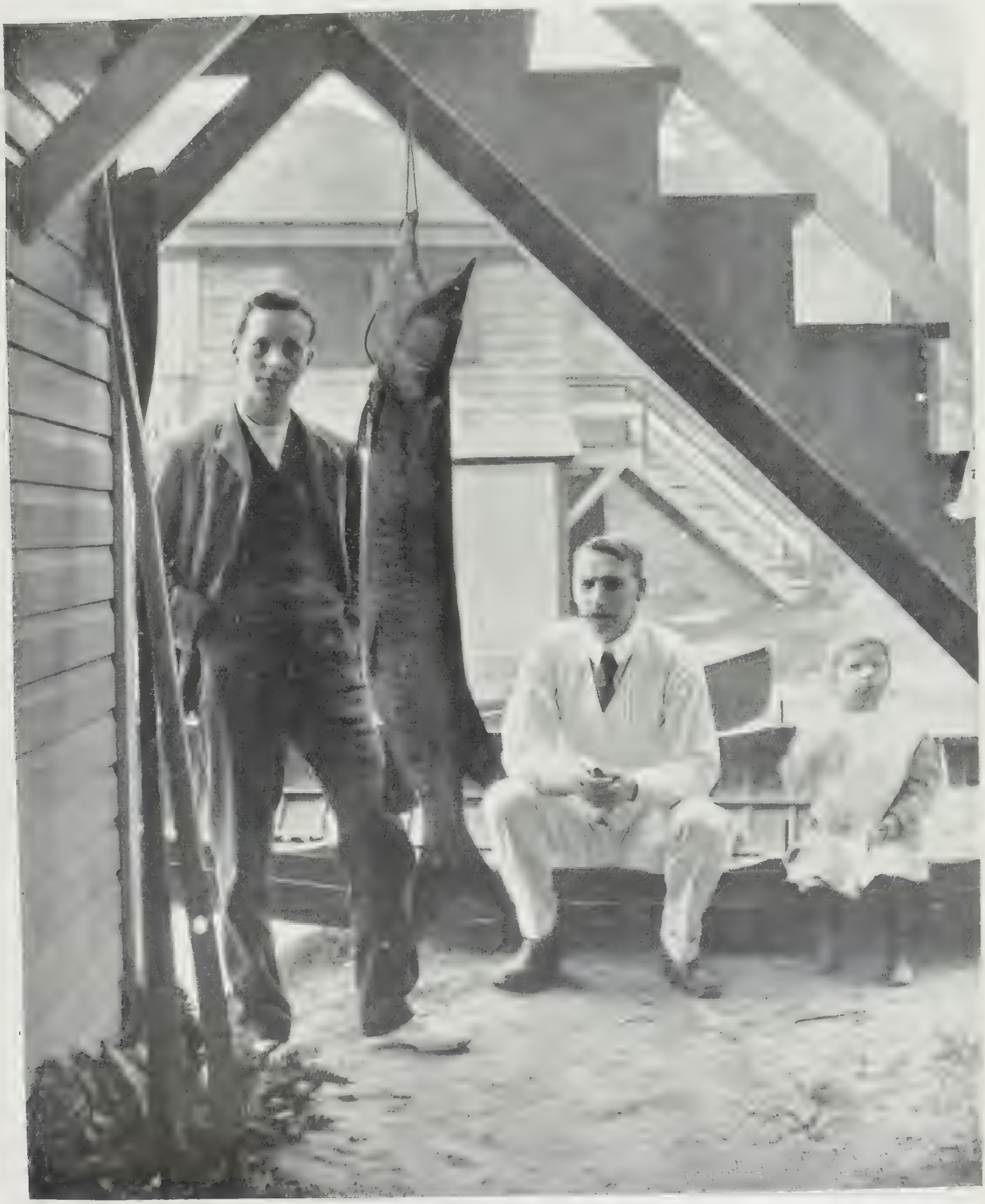
In January the Canadian chartered banks opened 23 new branches, and the total now in existence is 2.237, the largest number on record. The branches, according to Houston's Bank Directory, are distributed as follows.

In Canada		2,187
Ontario	966	
Quebec	346	
Nova Scotia	106	
New Brunswick	68	
Prince Edward Island	16	
Manitoba	178	
Alberta	160	
Saskatchewan	213	
British Columbia	131	
Yukon	3	
In Newfoundland		6
Elsewhere		44
[illegible]		[illegible]

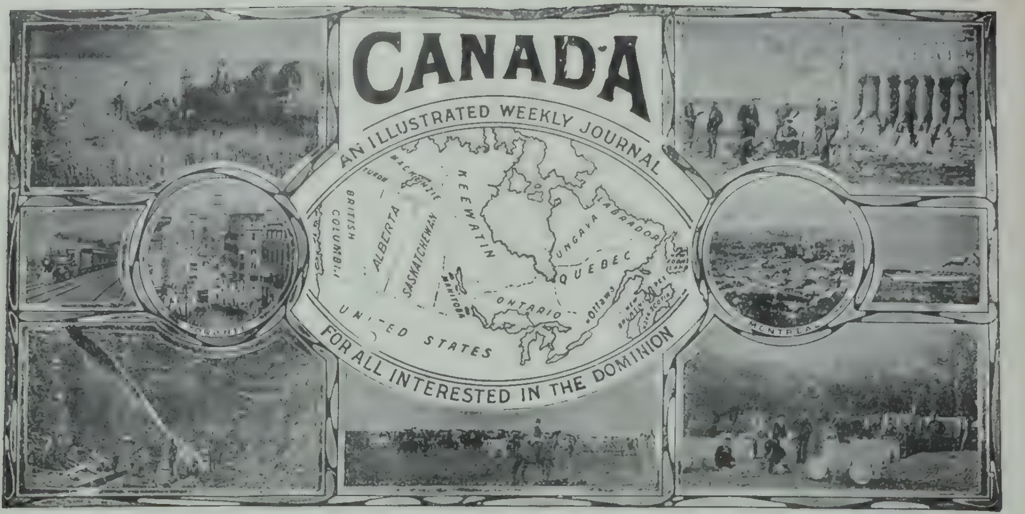
CANADA

No. 217. SATURDAY, MARCH 5, 1910. Vol. XVII. 6D. WEEKLY.

A THIRTY-POUND MASKINONGE.



THIS FISH—A SPECIES OF PIKE—WAS CAUGHT AT AMERICAN ISLAND, IN THE THOUSAND ISLANDS DISTRICT, NEAR THE SUMMER RESIDENCE OF THE HON. CLIFFORD SIFTON. [*Photo by Mr. N. B. Colcock.*



NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

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The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

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AN IMPERIAL PARLIAMENT.

THERE are signs of increasing interest in Great Britain on the question of the creation of a truly Imperial Parliament. The leading London journals are devoting much space to its discussion, and representative statesmen from the Oversea Dominions are doing what they can to foster an intelligent interest in the subject and direct it towards some practicable outcome. This topic received prominence in speeches made by Lord Desborough and others last week at the inaugural luncheon of the Festival of Empire. As his lordship pointed out, the great spectacle which is to take place at the Crystal Palace this summer is not intended to be so much a glorification of London as an expression of "the unity of the Empire under an honoured King." As such it has a distinct function to fulfil so far as the people of both the Mother Country and the Oversea Dominions are concerned; for by far too many of those the greatness and the unity of the British Empire is but inadequately realised.

The idea was carried a stage further by Sir Pieter Bam, Senior Member for Cape Town, in the important speech he made in response to the toast of "The British Empire." In emphasising the necessity of strengthening the Empire, he said he looked beyond the Pageant, and hoped it was but the beginning of greater things—of an Imperial Parliament in London. As guest at a subsequent luncheon, given by the Imperial Co-operation League, Sir Pieter indicated the manner in which this aspiration might be realised. The question of the representation of the Oversea States in the British Parliament, he urged, should be dealt with in the Mother Country in a non-political way, the various parties working together; and this should be followed by the holding of a convention, to which representatives of the Oversea Dominions, irrespective of party, should be invited, to deal fully with the question of Imperial representation. Sir Pieter's views were afterwards presented in an amplified form in a weighty letter to the Editor of the *Standard*, calculated to appeal to the sympathy and stir the imagination of every Imperially-minded Briton.

As might be expected, the movement which recently culminated in the federation of the South African Colonies has appealed strongly to Sir Pieter Bam, and he asks, "Why should the same thing not be done where the Empire as a whole is concerned?" Just as "each Colony in South Africa still retains its Provincial Parliament under the present Union, yet there is a Parliament supreme for the whole of South Africa to go into the bigger matters," so, if his suggestion were adopted, "each British Colony, also England, Scotland, Ireland, and Wales, would retain its own Parliament to manage its domestic affairs, but there would be an Imperial Parliament as well for the whole of the Empire." Sir Pieter rightly realises that party questions must not be allowed to enter into the matter at all: "if there is to be representation, it must be on an Imperial basis."

The whole difficulty, of course, lies in the taking of the first step. Unfortunately, the political parties in the British Parliament are for the moment too much occupied with the anxieties of their own peculiar position, and too much engrossed in manœuvring for an advantage over their opponents, to be expected to take decisive action in this direction. It is, however, from the Mother of Parliaments the initiative ought to come. The immediate need is for a great Imperial statesman who shall throw party politics to the winds and come forward with a bold lead on this vitally important matter. This is no time for delay, for there are several outstanding questions in which the common interests of the Mother Country and the Oversea States are involved which will become more difficult of settlement the longer they are evaded. Had Mr. Joseph Chamberlain not, unhappily, been incapacitated from taking an active part in politics, there is little doubt he would once more have taken the field as leader of a cause he has so much at heart. As it is, the only British statesman to whom we can look is Lord Rosebery. Will he take advantage of an unrivalled opportunity of proving that he still possesses the constructive Imperial statesmanship of which he has more than once given such great promise?

The question is made all the more pointed by the fact that Lord Rosebery has given notice of his intention of moving on March 14 that the House of Lords resolve itself into Committee "to consider the best means of reforming its existing organisation, so as to constitute a strong and efficient Second Chamber." The question is a thorny one in the present state of British politics, and it is one not to be lightly undertaken. As the *Observer* remarks, "the initiative being prompt and bold, subsequent consideration should be reasonably deliberate. Let us take at least a few weeks before determining on definite alterations of that which has been the gradual creation of nearly a thousand years." But the task must not be shirked. The opportunity must be seized, [illegible] we have time and again insisted in *Canada*, of at once strengthening the Second Chamber and making it Imperial in the fullest sense by the inclusion in it of an adequate number of "Barons of the Empire" to look after the interests of the Oversea Dominions. Such a step would not in the slightest degree stand in way of the carrying out of the scheme propounded by Sir Pieter Bam: it would rather help towards its ultimate realisation.

NOTES OF THE WEEK.

Cost of Living and Rate of Wages. In the issue of *Canada* of December 25 an editorial note incidentally alluded to the cost of bread in the Dominion, stating that, "on an average, the loaf is 2 lbs., priced at 5 cents ($2\frac{1}{2}$d.)." This statement has been challenged in a letter from a resident of Toronto published in the *Daily News*. We adhere to our figures regarding the price of ordinary loaves not labelled and sold as "fancy" bread, and visitors from the Dominion now in London, as well as Canadian officials resident in the Metropolis, confirm our statements. Sometimes wonder is expressed that bread should be as dear as it is in Canada, a great wheat-exporting country; but in this case, as in many other comments regarding the details of the cost of living, the critics forget the difference in the rate of wages earned in Canada, which, generally speaking, is much higher in proportion than is the cost of the necessaries of life. It is when we come to "luxuries," or unnecessaries, that the comparisons are in favour of the Old Country. The truth is that a good deal of the nonsense talked and written about the "cost of living" arises from lack of consideration of individual and national habits. The position which a farthing or a cent a loaf extra occupies in the controversy is given undue prominence. "It is not the high cost of living, but the cost of high living, which is bothering people," said Mr. James J. Hill, the Western "railway king," the other day, in discussing the causes for the higher prices of most articles in the United States now compared with what they were when he was a young man. Again, Mr. C. C. James, the Deputy Minister of Agriculture in Ontario, pointed out, in a lecture on "Plain Food and High Thinking," that most English-speaking people are spendthrifts and slaves of fashion or habit in the matter of food; they make no study of domestic science, and it is the so-called "poor" who know least that there is more nourishment in the cheaper cuts of meat than in the "dainty" morsels. In regard to the controversy as to the respective cost of living in Protectionist countries and Free Trade Britain, those who seek to get at the truth of the matter must study both sides of the question, and ascertain the earning power in proportion to the spending power. When all is said and done, however, it is the habits of the family and the efficiency of the housekeeper which are the principal factors in determining the cost of living the world over. It is interesting to note that, now so much general attention is being paid to this question, the official *Labour Gazette* of Canada will, in addition to its monthly tabulated statement as to the current "fair wage" scale, include tabulated returns showing the prices of thirty-four commodities which enter largely into the cost of living at the more important centres of population throughout Canada, which, as elsewhere, "vary according to local conditions." The real point of our position on this subject has been that, wherever the necessary expenditure for plain living is higher, the wages paid are still higher in proportion.

* * *

Railway Progress in Canada and Newfoundland. An interesting commentary on railway progress in Canada was furnished the other day by Dr. Silas Aldward, K.C., in an address entitled "Then and Now: A Quarter of a Century After" before the Natural History Society of Montreal. He recalled that in October, 1881, *Truth* (London) remarked:—"The Canadian Pacific Railway will run, if ever finished, through a country frost-bound for eight months of the year, and one about as forbidding as anything on the face of the earth." Now, Dr. Aldward remarked, the Canadian Pacific Railway has a greater mileage than any other railway in the world—over 10,000 miles in Canada and 5,000 in the United States, and 10,000 miles of steamship service; while about 200,000 immigrants came into the country in the past year, half of whom were from the United States. As a matter of fact, so vast are the resources of the Dominion to-day that at the present moment the three leading lines of railway have all important schemes of development in hand. The construction of the railway to Hudson Bay, the projected route of which was described in *Canada* last week, is to be commenced this spring by the Dominion Government; while the Provincial Government of British Columbia has important railway extension schemes under way. Nor is Newfoundland, within its more limited sphere, lagging behind the Dominion in this respect. Five new branch railways are to be built, with a total length of about 250 miles, at a cost of $15,000 per mile. The Colony has the happy prospect before it of these new lines not costing the ratepayers a single cent, thanks to the increase looked for in the revenue and the contribution arranged for from the Belle Isle mining companies. The Premier, Sir Edward Morris, in introducing the necessary resolutions in the House of Assembly, was able to point out that, just as no factor in Canada had contributed more to its upbuilding than its railways, so no factor had contributed more to the progress of Newfoundland. The new branches, he said, would run through important and populous centres, settled by people foremost in industrial pursuits; they would penetrate large sections of fine farming land, and the Government would stimulate the settlement of people on those lands, so that their agricultural products might be largely increased, and millions of dollars, now being sent out of the country for articles of food which might be raised there, kept at home.

* * *

British Emigrants for Canada. The need for systematising the emigration of British men and women to Canada is imperative. Not only are there throughout the Dominion well-nigh unlimited areas of rich agricultural land awaiting development, there is also a steady demand for farm labourers and domestic servants in the settled districts; while in the chief industrial centres there is a marked shortage of skilled workers. Praiseworthy efforts are being made in the Dominion to attract suitable immigrants. The Ontario Government, for instance, is to give a bonus of $5 for each domestic servant brought into the Province by the Salvation Army or other trustworthy agency. It has already been decided to advance $20 towards the passage of approved farm labourers, this money to be repaid by a lien on their wages, and a similar step is also contemplated in respect to domestic servants. Even by this means, however, the Government is not hopeful of securing an adequate supply from Great Britain, and an effort is to be made to supplement it from Germany and Sweden. It is significant that simultaneously in the Province of Manitoba suggestions are made that means should be taken to attract settlers from Germany, Belgium, and France. There is a clear call for more to be done in the Mother Country to supplement the efforts made in the Dominion to populate the virgin areas. It is a good sign that a movement is on foot in London to bring about co-operation between the existing philanthropic and other agencies interested in emigration, with a view to preventing overlapping and consequent wastage of energy. It is, however, to be feared, as we have again and again urged, that there can be no hope of successfully surmounting the difficulties of the emigration problem until the Imperial Government takes the matter in hand and provides facilities for the settlement in Canada or elsewhere in the Empire of those in the Mother Country desirous of bettering their conditions in other countries under the Union Jack. Labour Exchanges have been instituted, and the extent of the existing unemployment is very largely known. Is no really effective use to be made of this new machinery?

* * *

The Province of Quebec Commands Attention. Another evidence of the growing importance of the Canadian provinces—without exception larger and potentially richer than most European kingdoms—is given in the remarks made to a representative of *Canada*, published on another page, by the Minister of Colonisation, Mines, and Fisheries of the Province of Quebec. Mr. Devlin reminds us that it is not only Western Canada which is benefiting by emigration from the United States. The migration of French-Canadians back from the Eastern States of America to their native Province is, in its way, a still more significant symptom, because the majority of these people have been employed in workshops and factories. In Great Britain we are hearing so much of the expansion of Winnipeg and the towns of Western Canada, that we are apt to forget that Montreal is the greatest manufacturing centre of the Dominion, and the richest city of its size in the New World. Moreover, the ancient city of Quebec itself appears to be entering upon a period of renewed prosperity. Real estate values there have taken a marked upward turn since Quebec was made the terminus of the fastest and largest of the Canadian Pacific Railway steamships. The largest dry dock in the Dominion will shortly be built there: railways are in course of construction, which will make Quebec a great terminal port without injuring Montreal. The resources of this Province, which has an area larger than France and Prussia, have as yet scarcely been tapped, yet it is in closer touch with the great Atlantic ports than any other portion of the Dominion. Moreover, owing to the affection of the French-Canadian for his native Province, the labour problem is less acute than elsewhere. The present Premier of Quebec, Sir Lomer Gouin, has initiated an energetic policy to attract more attention from European capitalists, and the new Mines Act and other legislation introduced by the Department over which Mr. Devlin presides is calculated to stimulate the interest being somewhat tardily taken in the oldest Province of the Dominion. We hope soon to see an Agent-General for Quebec resident in London, where he will be in a position to appeal effectively to both British and Continental capitalists.

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Advice to Cattle-Raisers. Many causes are combining to make the Canadian farmer "furiously to think," as the French say. He is discovering that the black prairie loam, so fertile for the first few years of working, will not continue to produce to the highest extent without a scientific method of crop rotation and the use of fertilisers. The cattle-raiser, too, is being forced to recognise the truth of the contention that purity of breeding is most important in stock-farming. Now Mr. J. G. Rutherford, the Canadian Veterinary Director-General and Live Stock Commissioner, is doing his best to bring home to the cattleman "the commercial aspect of his business." The article which we publish this week shows the "sinfully wasteful and unbusinesslike" (we quote Mr. Rutherford's own words) methods used in cattle exporting. The cattle make a journey of 5,000 miles to the British market under extremely adverse conditions, and arrive at the lairages "gaunt and shrunken." On the other hand, American beeves arrive in much better condition, owing to the greater care given to feeding before they begin their long railway journey, and the exercise of a careful inspection, by which only the best are shipped, the others being retained until they are in equally good shape. The result is that British buyers jump to the conclusion that Canadians have no feed suitable for raising cattle. But Mr. Rutherford's publication is not all destructive criticism, for he shows how arrangements could be made by which cattle could be landed at British ports in prime condition. Another important part of the pamphlet gives details as to the successful wintering of cattle, the methods of feeding both in the open and in barns being dealt with. If the Canadian cattle-raisers will take to heart Mr. Rutherford's sound advice, there will speedily be an all-round improvement in the Canadian cattle trade.

* * *

Canada's News. More than once in connection with the general election in Great Britain we alluded to the prejudiced character of the political news received in Canada from London viâ New York. The other day the *Times* Toronto correspondent returned to the question. Canada, he said, was unprepared for the crisis at Westminster, since a totally wrong impression had been created as to the result and significance of the election. This evoked a letter from Major A. C. Morrison-Bell, M.P., who was A.D.C. to Major-General Sir Edward Hutton in Canada in 1898-9, and to the Earl of Minto in 1900-4, and served in the Boer War with the Canadian Contingent. He expressed himself in entire agreement with the *Times* correspondent as to this feature in Canadian journalism, adding:—"I have no hesitation in saying—and I speak with over six years' experience of Canada, and merely from the man-in-the-street point of view—that most Britishers would fail to recognise the Old Country from the intelligence supplied, more or less daily, by the news agencies to the journals from one end of the Dominion to the other." Major Morrison-Bell suggests that: "Since this news is tinged frequently with what, it is no exaggeration to say, is a not too friendly bias, it would be a thoroughly good investment, if from no other standpoint, for the Mother Country to even subsidise a news service to Canada, rather than that she should always be exhibited to Canadians in the somewhat dubious light I so well remember. Canada is being inoculated with totally false impressions and ideas of what England really is, and it is surely time this was changed." Curiously enough, a complaint comes from Germany also of the same nature. Canada, declares the *National Zeitung*, is prejudiced against Germany by English Imperialists and Protectionists. The Canadian newspapers, it asserts, obtain all their news about Germany through London, and "this news is frequently mendacious. The attention of "competent quarters" in Berlin, it is suggested, might be directed towards organising a scheme whereby Canada may receive German news direct from Germany. This anxiety on the part of the Germans ought to impress all the more strongly the desirability of something being done with regard to the supply of British news. It is strange that, while the Canadian Press is well served so far as Canadian interests are concerned, the same enterprise and desire for accuracy should not be manifested in regard to British news generally. During the election several of the leading Canadian newspapers had special correspondents in London. The success of their enterprise may lead them to obtain their general British news in a more direct manner.

* * *

The Canadian University. Dr. Byron E. Walker, President of the Canadian Bank of Commerce, is the new Chairman of the Board of Governors of the University of Toronto, and in taking office he gave utterance to the high ideal he entertains of the place of the University in Canada. With the exception of the Government itself, he said, there was no other institution to be compared with the University as a factor in the enlargement and betterment of the life of the country. This statement is not to be set lightly aside. It is, as the Toronto *Globe* remarks, "the judgment of a man of exceptional knowledge, not only of the University, but also of the great institutions of finance and industry and trade. His opinion in those departments is accepted as authoritative. Out of a life of unusual responsibilities he gives freely and unstintedly of his time and experience and powers to the Provincial University, because he holds it as of supreme importance in developing and directing all that is best and most worth while in the life of Canada." As to the precise function of a university there may be various opinions held in Canada, as there are in Great Britain as witness Dr. Macphail's article on "Oxford and Working-Class Education," in the *University Magazine*. No one, however, who knows the vigour and enterprise of the Canadian Universities can fail to agree with Dr. Walker as to their far-reaching influence upon the life of the Dominion. Already their record in the various spheres of learning and research is no mean one. With staffs of able teachers such as they have hitherto fortunately been able to command, and the certainty of an ever-increasing supply of eager and diligent students, their future as a factor in the development of the Dominion and the consolidation of the Empire is assured.

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CORRESPONDENCE.

The Editor welcomes expressions of opinion from correspondents upon all subjects of Canadian or Imperial interest. Letters should be written upon one side of the paper only, and should be as short as possible.

The views expressed by correspondents are not necessarily endorsed by the Editor.

LONDON AS AN IMPERIAL SOCIAL CENTRE.

To the Editor of *Canada*.

SIR,—Your remarks on the above subject in your Note last week are very much to the point. I myself am a member of one of the Imperial clubs. The building and its equipment are all that could be desired, but much more than that is wanted if the club is to fill the place it is intended to fill. Occasionally—very occasionally—we have interesting gatherings there, but at other times there is practically no one about the place. As you say, absentee members are not wanted. We want members who will make full use of the club, and help it to justify its existence. It is of no use my making my Colonial friends free of my club when there is hardly anyone there whom it is worth their while meeting, so that they may intelligently discuss Imperial questions.

If the Imperial clubs do not take steps to remedy this state of matters and establish at least one social centre for Imperialists in London, it is, as you say, the duty of the great London clubs to step into the breach. Let them make an experiment, if nothing more, by throwing open their doors to oversea visitors of standing while the Festival of Empire is being held. Something of this kind is absolutely necessary if Canadians, Australians, New Zealanders, South Africans, etc., are not to go back home with a very much mistaken idea of the interest of the capital of the Empire in Imperial matters.—Yours faithfully, IMPERIALIST.

London, February 28, 1910.

NEWS BY CABLE.

Canada and the U.S. Tariff.

An American Commission to determine whether Canada is entitled to the minimum rates under the American tariff law, consisting of Mr. Henry C. Emery, Chairman of the Government Tariff Board, and Mr. Charles M. Pepper, of the Bureau of Trade Relations, proceeds to Ottawa this week to confer with the Canadian authorities.

The Anniversary of Paardeberg.

The tenth anniversary of the battle of Paardeberg was celebrated throughout Canada on Monday, and memorial services were held in nearly every church in the Dominion. Members of the Canadian contingent which took part in the engagement gathered in many cities to celebrate the occasion.

Mr. Foster's Libel Action.

The suit for libel brought by the Hon. G. E. Foster, a former Dominion Minister of Finance, and now Mr. R. L. Borden's most powerful supporter in the House of Commons, against Mr. Macdonald, the editor of the *Globe*, has been decided in favour of the defendant. The case, which attracted widespread interest, arose out of the attacks made by the *Globe* during the recent election campaign, Mr. Foster having been connected with certain disclosures made during the insurance investigation. The jury declared that, while Mr. Foster acted in good faith as manager of the Union Trust Company, his actions were open to criticism, and that he was not entitled to recover damages. Mr. Foster claimed £4,000 damages.

Trade Unions and the Combines Investigation Bill.

The Boards of Trade in many parts of Canada are making a determined effort to render trade unions amenable to the Combines Investigation Bill now before the Dominion House of Commons.

The Contribution of "Dreadnoughts."

At a well-attended and enthusiastic meeting of Toronto citizens resolutions, supported by a letter from Sir James Whitney and by various speakers, declared with practical unanimity that it was of vital importance to Canada and the Empire that two or more battleships of the *Dreadnought* type should be added to the present naval proposals of the Dominion Government, that these vessels should be the first to be provided in beginning the formation of fleet units, and that this provision should be made immediately.

THE DOMINION PARLIAMENT.

In the House of Commons the Hon. W. S. Fielding, the Minister of Finance, intimated in reply to a question that the Government had no present intention of renewing the bounties on iron and steel expiring next year.

A number of members have signed a "round robin," asking that the session shall close at Easter, alleging a desire to attend to private business. This would probably mean the dropping of the Naval Bill

UNDEVELOPED RESOURCES OF QUEBEC: Interview with the Minister of Colonisation, Mines, & Fisheries.

A Province with Immense Mineral and Forest Areas and a Paradise for the Sportsman.

The Hon. Charles Ramsay Devlin, Minister of Colonisation, Mines, and Fisheries in the Cabinet of the Province of Quebec, is as well-known at Westminster as he is at Ottawa and Quebec. Born near the capital of Canada in 1858, and educated at Laval University, Mr. Devlin early in life proved his value as a supporter of Sir Wilfrid Laurier, whose policy he is able to defend fluently both in French and English, and whose popularity with the large body of electors of Irish birth or descent resident in Eastern Canada has been an additional factor in establishing his political influence. Mr. Devlin was elected M.P. for Nicolet in the Dominion Parliament in 1891, and was re-elected in 1896 at the time Sir Wilfrid Laurier became Premier. When it was decided to appoint a resident Commercial Agent of the Dominion in Ireland the choice fell upon Mr. Devlin, who, however, soon became actively interested in Irish politics and resigned his appointment in 1903 to enter the House of Commons as M.P. for Galway and an active supporter of Mr. Redmond. In 1906, however, he decided to return to Canada, and after again sitting for a short time in the Dominion Parliament, Mr. Devlin accepted the offer of the Premier of Quebec, Sir Lomer Gouin, to join his Cabinet.

Photo by] THE HON. C. R. DEVLIN. [*Elliott & Fry.*

Last Saturday a representative of *Canada* had the pleasure of an interview with Mr. Devlin, who said:—"The object of my present visit to Europe was to obtain a rest after going through some arduous political campaigns during the last three years. As a matter of fact, since 1906 I have fought four elections—one for the Imperial House, one for the Federal Parliament at Ottawa, and two for the Legislative Assembly of Quebec, in which I now sit for my former constituency of Nicolet. However, though I came over seeking rest and better health, I have busied myself with various matters in which the Government and Legislature of Quebec are interested, and in regard to which I have had interviews with Lord Strathcona, Mr. Obed Smith, and other Canadian officials resident in England. During brief visits to Paris and Brussels I also found much to occupy my time as Minister of Colonisation. In France increasing attention is being paid to Canadian affairs, and I am glad to state that the great resources of the Province of Quebec will be well in evidence in the elaborate pavilion which the Dominion Government is erecting at the International Exhibition shortly to be held in the beautiful Belgian capital.

GOVERNMENT OFFICES IN LONDON.

"I am afraid," continued Mr. Devlin, "that because we do not as a Government make such supreme efforts as do the Administrations of some other Provinces of Canada to attract notice in Europe, it may be thought that we have little to offer, or are lacking in the spirit of enterprise and push. I can assure you that this is not so. Our great West, it is true, offers land already cleared and more naturally suitable to the English, Scottish, and Irish settler, whereas in Quebec the undeveloped millions of acres are mostly covered with enormous forests. Again, in our Province, as fast as we complete the survey of new areas, they are taken up by our own people, who are fast spreading north as well as east and west. Moreover, French Canadians are returning in increasing numbers from the United States, and settlements are springing up in counties of the Province to which migration had hitherto been unknown. For all that," added Mr. Devlin, "there is plenty of opportunity for the British and Irish settler with capital in what are known as the Eastern Townships of our Province, of which the city of Sherbrooke is the most populous centre, and, if you ask 'Do I discourage such immigration?' my answer is an emphatic 'No.' What I do discourage in Quebec, or any other part of Canada, is the immigration of those not likely to succeed. It is of the utmost importance that time and trouble should be expended in finding out the most suitable part of our country to go to—information not difficult to obtain from reliable resident Canadian officials."

Questioned as to the rumours that the Government of Quebec intended following the example of Ontario, Nova Scotia, New Brunswick, and British Columbia, by opening offices in London in charge of an official representative, Mr. Devlin replied: "The Legislature of the Province has already passed an Act which empowers the Government to expend $11,000 per annum in this way whenever the time is considered opportune. Prior to my leaving Canada many applications for the position had been before our Premier, Sir Lomer Gouin, but no decision as to the time when we shall exercise our powers in this respect has as yet been made."

In alluding to the resources of the Province of Quebec, Mr. Devlin said: "You have already called attention in *Canada* to our valuable asbestos mines, which are now producing 85 per cent. of the world's total production, and in this and other directions it is capital [illegible] is mainly needed to reveal the riches of Quebec. In a few [illegible] large expedition of engineers and expert surveyors will be [illegible] the Government to examine and report upon the prospects for developing the minerals known to exist in the Beauce and Chibougamau districts; in the latter, indeed, mines are already in operation. In the Temiskaming area of Quebec, where, perhaps, generally speaking, the attributes of the soil are more favourable for the agriculturist, I am receiving applications for leases under the Mining Act." Mr. Devlin entered into a detailed description of of the new mining legislation introduced by him which has had the effect of stimulating and protecting the individual prospector, and at the same time gives greater encouragement to the British and foreign capitalist to look into the resources of the Province.

THE SPORTSMAN'S PARADISE

The Minister of Colonisation himself is a keen sportsman, and he spoke in glowing terms of the Province as "The Sportsman's Paradise." "Already," said Mr. Devlin, "a number of British sportsmen visit us for a month or so every year either to fish or to hunt big game, while I have applications for 'permits' from a still larger number of Americans, many of them well known statesmen and financiers. In Quebec, not only has my Department of the Government always taken a particular pride in its administration of the Fish and Game Laws, but we receive valuable aid from numerous fish and game protection societies, the members of which form themselves into clubs and lease the rights over streams or forest tracks. Many of these clubs possess comfortably fitted up headquarters in the leased areas, where many a visitor with proper credentials has been hospitably entertained and has enjoyed sport impossible to obtain in the older lands.

"Another proof of the activity of the Provincial Government," continued Mr. Devlin, "is seen in its policy of railway construction, upon the wise extension of which so much of our future development must depend. Already in the South we have the Intercolonial and Quebec Southern Railways, while the completion of the new Grand Trunk Pacific Transcontinental line will be a great boon. On the North the Canadian Pacific and the Canadian Northern are developing their lines upon a business basis."

Asked as to the Quebec and Lake St. John Railway difficulties, Mr. Devlin said: "You must remember that that particular line at present passes through what is solely a sporting country, and so far has had little freight or general passenger traffic."

WATER POWERS AND TIMBER RESOURCES.

Mr. Devlin then drew special attention to the immense advantage Quebec enjoyed through its great water powers and timber resources, even yet inadequately appreciated and turned to commercial account. He also spoke of the great progress made by the city of Montreal, "truly named the Commercial Metropolis of Canada," and of the increasing importance of the city of Quebec as a shipping port now that the size of the ocean steamship is being so greatly increased and the dry docking and other facilities of the port improved to meet their needs.

Before the interview terminated Mr. Devlin was asked to express his views regarding the political situation. As regards domestic issues at Westminster he declined to speak, but as to Imperial politics, the ex-M.P. for Galway said: "I consider it regrettable that every now and then, especially during election contests, the position of Canada is dragged in as an issue. We tolerate no interference from any quarter regarding our own fiscal policy, and do not desire to interfere in that of Britain. When Sir Wilfrid Laurier adopted the policy of a preferential tariff it was not with the idea of obtaining better terms or making a bargain. The trend of his policy since 1896 has been in the direction, not of 'free trade,' but of 'freer trade.' The same spirit is shown in regard to the Treaty with France, and the removal of the surtax on German imports. There was a time," concluded the Quebec Minister, "when Canadians thought their only great market must be the United States. Now we realise that our market is the world, and we hope to cultivate harmonious trade relations with every country in which our rapidly growing exports can be placed to mutual advantage."

Mr. Devlin hopes that his health will be sufficiently restored to enable him to return to Canada by the R.M.S. *Virginian* this week in time to attend the opening of the Quebec Legislature on March 16.

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CHURCH OF ENGLAND AND WESTERN CANADA.

An appeal is being made by the Archbishops of Canterbury and York on behalf of the religious needs of Western Canada. The Archbishops point out the immense extent and resources of the Western Provinces, towards which a constant stream of emigrants flows, and they state their conviction that the "history of the world will largely depend upon what this multitude comes to be in character, in faith, and in life." The Archbishops appeal for four things—"for interest and prayer, for men and money." It is suggested that the Church of England ought to be sending out fifty men yearly for the next ten years. A band of clergymen will shortly leave England for Alberta, and, making their centre at Edmonton, will undertake work along the railways and in distant out-stations in the bush. Contributions may be sent to the Secretary of the Archbishops' Western Canada Fund, 15, Tufton Street, Westminster.

The Canadian Cattle Trade: HOW IT COULD BE MADE — MORE PROFITABLE. —

We published in our issue of January 1 an interview with a Canadian cattle rancher, in which he pointed out the shortcomings in many cases of the methods of cattle raising and shipping in the Dominion and showed how the trade could be improved if the beasts were shipped in better condition. We have now received from Mr. J. C. Rutherford, Veterinary Director-General and Live Stock Commissioner of the Dominion, a special report upon "The Cattle Trade in Western Canada," in which this matter is further gone into and information given as to the best method of stock-raising in the West.

MR. RUTHERFORD devotes the first part of his report to showing why the cattle rearer fails when he should possess an exceedingly prosperous business. He points out that while the breeders of pure-bred stock are doing well, "the breeder or feeder of ordinary live stock, pays but little attention to the commercial aspect of his business, and being, as a rule, without organisation, is at the mercy to a large extent of the dealer to whom he is practically forced to sell, and who is generally more than a match for him in experience and acumen, and besides, often in a position to dictate his own terms as to price and delivery."

The Commissioner refers to the change which is taking place in the west as regards the old-fashioned ranching methods, owing to the increasing amount of land taken up by incoming settlers and the consequent disappearance of large areas over which the cattle can roam at will. But, he adds, "this change will, instead of lessening the output, eventually result in a large increase in the cattle production of the transformed districts."

THE EXPORT TRADE AS NOW CARRIED ON.

Mr. Rutherford writes a scathing indictment of the present method of exporting cattle, which he characterises as "sinfully wasteful, unbusinesslike, and unprofitable to the producer." The cattle, wild, excitable, and soft off grass, are driven to the railway, held sometimes for days on poor pasture awaiting cars, and finally, after more or less unavoidably rough handling, are forced on board. Most of the shipments came from the extreme Western prairies, and the cattle are generally not fed or watered until arrival at Winnipeg, a distance of, perhaps, over 800 miles. There the reloading has again to take place, and the next feeding place is White River, 678 miles further east. A third stage of 755 miles brings the cattle to Montreal, where in the summer the land journey ends. In the winter the beasts are carried on to Portland, Boston, or St. John, N.B., another stretch of several hundreds of miles. The voyage across the Atlantic is also carried out under adverse conditions. The accommodation on board the cattle steamers might, in Mr. Rutherford's opinion, be revised with advantage. The men who tend the cattle on the voyage are often without a knowledge of the sea, with the result that they suffer from sickness and are unable to do their duty to the animals in their care. In addition, being often men looking for a cheap passage, they are unable to act with the necessary experience.

"Is it a matter for wonder (then asks Mr. Rutherford) that after a journey of 5,000 miles, made under such conditions, our grass-fed range steers arrive in British lairages gaunt and shrunken, looking more like stockers than beeves, that our Scottish friends think we have no feed, or that I should declare a business so conducted as sinfully wasteful?

"And still it is profitable; profitable to the middlemen who, coolly reckoning on the shrinkage, fixes accordingly his price to the producer; profitable to the commission man who pockets in commission what the middleman takes in profits; profitable to the railway companies; profitable to the steamship lines, and profitable to the British butcher who pays only for what he gets and not even that much if, by combination or sharp practice of other kinds, he can manage to keep prices down. To the producer, however, and therefore to the country, it is the very reverse, and the odd feature of it all is that if conditions were so amended as to make it profitable for them, the others mentioned above would gain, rather than lose, by the change."

AS IT SHOULD BE.

The Commissioner then goes on to show how the export trade should be managed:—

"No wild, grass-finished cattle should be shipped for export. In a country like Western Canada, which, one year with another, is full of all kinds of material for winter-feeding, there is no excuse for the sending forward, for immediate export, of animals which, owing to their lack of domestication and the nature of their food, cannot, under ordinary circumstances, reach their destination on the British market without a woeful depreciation in both quantity and quality of flesh. Our friends in the United States long ago realised the folly of shipping to Europe alive steers direct from the range. Their range cattle are brought to the Middle West, dehorned, if this has not been earlier done, fed for at least sixty days on a ration comprising a liberal allowance of grain, then sent to market, generally in Chicago, and carefully inspected and culled. Those deemed fit for export are then taken to the seaboard by fast trains and in cars specially fitted for feeding and watering en route. They are loaded on these cars under careful supervision, no overcrowding or rough handling being permitted. The men in charge are almost invariably regular salaried employees of the shipping firms, and the same is true of the foremen on the ships and of those working under them. As a result of these superior methods, United States cattle, even when originally from the western ranges, arrive in Britain in much better condition than Canadian range cattle, and, of course, command correspondingly higher prices. Domesticated Canadians, properly finished, land, as a rule, in excellent condition, and compete closely in price with the best States cattle of the same class. There is no reason why our Canadian range cattle, if treated on similar lines, should not compete as closely with steers from the Western States

"As a matter of fact," continues Mr. Rutherford, "considerable improvement is already taking place in the finishing of western cattle, as year by year more winter feeding is undertaken. Many thousands of good steers are, in the autumn, put on a hay or grain ration for the winter. When the feeding is liberal and judicious and good water available, the grass flesh is not only held, but gains, on hay alone, of from 80 to 125 pounds, and from hay and grain up to 400 pounds, are not uncommon. The cattle thus wintered are ready for the spring market, on which they usually sell well, prices always being better at that season, the demand good, and, as but few cattle are being handled, shipping facilities much better. Winter feeding is now systematically carried on by some of the largest operators in the West."

An important feature of the report is that devoted to showing the cattle-raiser how to carry on his business profitably. Experiments have been made at the Brandon Experimental Farm in fattening cattle during the winter both outside and in barns, and the results of these experiments are here set forth. Of thirteen steers eight were placed on a range of 100 acres of rough rolling land, parts of which were well sheltered with scrub. No shelter in the form of sheds was provided. The steers were fed from December 3 on a ration of 2 lb. of mixed grain and 2 lb. of bran, this being increased from time to time, so that by April 1 each animal was receiving 9 lb. of grain and 2 lb. of bran. Unlimited rough hay and straw was provided.

CATTLE CORRALLED FOR SHIPMENT AT A PRAIRIE STATION.

The inside group, numbering five, were started on September 3 on a standard ration that has given good results for a number of years for beef production, and consisted of silage, straw, hay, a few roots, and grain. The grain ration at the start consisted of two pounds of a mixture of oats, barley and feed wheat, and two pounds of bran per steer. This was increased from time to time until by April 1 each steer was receiving daily 10 lb. of grain and 2 lb of bran. The steers were bought at 3⅛ cents shrunk per lb. and sold on April 22 for $4.25 per 100 lbs., with 4 per cent. shrinkage. The average weight of each steer when purchased was in the outside lot 1,106 lb., and of the inside animals 1,139 lb. The average gain of each of the outside animals was 235 lb., and of the stabled steers 251 lb. The net profit on each of the eight steers kept outside was $7.05, and on the inside beasts $5.52. These figures make no allowance for interest on investment or labour involved in tending the cattle. For the outside lot the only investment was the price of the steers and the value of lumber for troughing, a total of $286. The labour incident to attending this lot, including the drawing of straw, feeding grain and cutting ice, would at the outside not amount to more than the time of one man for one hour per day. The extra expense in attending fifty head would have been more than the time required to draw the additional straw—a small item. In feeding inside the investment is necessarily very much greater, no matter how economically the building be done. Provided a building suitable for stabling thirty steers could be erected for $1,000, an additional gross profit of $2 per head would be required to meet interest on the investment. The labour required to attend to the cattle fed inside was fully four times as much as that required when the feeding was done outside.

Reports from private stock-raisers are all to the effect that, given good shelter and plenty of food and water, cattle will winter very successfully in the open and be in good condition in the spring.

In conclusion, Mr. Rutherford says that the live cattle trade must be continued. "It should, in my opinion," he writes, "be not only continued, but fostered and encouraged, by making the conditions surrounding it as nearly perfect as possible. It is, to my mind, somewhat doubtful whether it would ever be possible, in the face of the keen competition of an honestly conducted dead meat trade, to profitably ship grass-fed cattle on the hoof from Western Canada to the British market. There is, however, no question that, given better transportation facilities than at present exist, a profitable business could be done in grain-fed Western steers, as well as in the stall-finished cattle from Ontario and other Eastern Provinces."

A Progressive Policy for Newfoundland.

By P. T. McGRATH.
(*Special to Canada*)

St. John's, N.F.

PROBABLY never in the history of Newfoundland has a Government put before the Legislature and the country a series of measures of a more progressive, statesmanlike, and comprehensive character than those embodied in the Parliamentary programme of the Morris Ministry, at the meeting of what is virtually the first session of Parliament since that Ministry's accession to office. The Morrisites (for with us political aggregations are more often identified by the names of their leaders than by party designations) appealed to the electorate under the title of the "People's Party," as they were made up of the Morris wing of the Bond, or Liberal party, which had seceded therefrom, and the remnant of the old Conservative party, which had been virtually annihilated in two preceding contests. The Morrisites were dubbed by the Bondites the "Tory" party, a term most unpopular here ordinarily, and a severe handicap to any politicians seeking election. But so successful has the Morris Government been since taking office that it is now becoming known throughout the Colony as the "Progressive" party, the Opposition, or Bondites, having by long usage pre-empted the name of Liberal.

SIR EDWARD MORRIS,
Premier of Newfoundland.

The policy of the "Progressive" party in Newfoundland, as foreshadowed in the Speech from the Throne, with which the Governor opened the session, is such as to well deserve that name. The present Ministry has been in office but eleven months, and for three months of that period without any mandate from the country. It may be remembered that in November, 1908, the regular quadrennial general election was indecisive, Sir Robert Bond, who was then in office, securing eighteen seats, and Sir Edward Morris, who was trying to oust him, securing the same number. Sir Robert retained office until February, when, rather than meet the Legislature, he demanded a dissolution, which the then Governor, Sir William MacGregor, refused him, inviting Mr. Morris to form a Ministry and endeavour to carry on the Session, whereupon Mr. Bond blocked the election of a Speaker and the Governor then granted a dissolution to Mr. Morris, who, in the second election, in May, 1909, carried the country with twenty-six seats against ten.

As the Appropriation Bills expired on June 30, an emergency Session was called early in that month, though the returns from one district had not been received owing to its remoteness, and the necessary financial measures were passed and the Legislature prorogued again within two weeks. Immediately afterwards Sir Edward Morris had to hurry to the Imperial Defence Conference in London, and was unable to return to the colony until September 3, so that practically his Government has really had but six months in which to shape its measures for the regeneration of the Colony.

The first item in its Parliamentary programme this year is the construction of five branch railways, connecting with the trunk line, now traversing the island from St. John's, on the East Coast, to Port aux Basque, on the West Coast, and which, with the branches already in existence, represents a total mileage of 635. The five branches now to be constructed will add additional mileage of 250, and represent an outlay of $4,000,000, the annual interest on which will be about $140,000. The branches will extend to large and populous sections of the country, penetrate farming, mineral, and forest areas, and afford opportunities for the development of industries in these directions, as well as facilitating the distribution and marketing of our fishery products. The undertaking of an enterprise of such magnitude as this, the addition of nearly 50 per cent. to the railway mileage of the Colony, might be thought at first blush a hazardous one, but for the past ten years the Colony has enjoyed an average annual surplus of $120,000, has also reduced taxation to the amount of $250,000 annually, has enlarged the votes for public service by more than that amount, and has contrived to set aside also a cash reserve of $500,000, which is available for the proverbial "rainy day."

Inasmuch as the building of the new railway will not average more than fifty miles per annum for the next five years, and the interest charges will not increase more than $30,000 a year, it is apparent that if the Colony's prosperity is maintained and the normal conditions of the past decade continue, the enterprise can be financed without difficulty. But, to make assurance doubly certain, the Government succeeded, contemporaneously with the inauguration of this railway policy, in effecting a friendly arrangment with the Canadian mining companies operating hematite iron deposits at Belle Island, in Conception Bay, by which they contribute towards the revenue of the Colony a royalty of 7½ cents per ton on the annual output for the next ten years. The ore from those mines is used very largely in the steel works at Sydney, and New Glasgow, Nova Scotia, and portion of it is sold in Britain, Germany, and America. The output averages a million tons a year, and this represents at the outset an assurance of $75,000 added to the revenue annually, while the enlargement of the smelters now in progress will increase the output, probably one-fifth, and increase the amount of the annual contribution to $90,000 within two years. This, therefore, solves very largely the problem of financing the new railway enterprise, as the Colony's normal revenue is available for general purposes, and the receipts from this royalty will about suffice to meet the interest charge permanently.

The opening last October of the big Harmsworth paper mills at Grand Falls, Central Newfoundland, and the successful manufacture of news print paper there last month, will give this Colony a new place in the eyes of the world as to its pulp and paper-making capabilities. The perfecting of this achievement is a conclusive and convincing demonstration of what can be accomplished here, and already several other enterprises of a similar character are in contemplation, one at least being actually well advanced as to constructions and others about to begin during the coming summer. The Morris Government welcomes all these enterprises, and is prepared to afford them every facility, while, as an additional inducement, to interest capitalists abroad to establish themselves in the island, the Premier has formally announced that the export of pulp-wood from the Colony, and particularly from Labrador, will not be permitted, though operators with mills in Newfoundland will be allowed to convey pulp-wood from Labrador to the mills and manufacture it there. A step in the same direction is the announcement of a conference at St. John's at an early date between representatives of the Government, the railway company, and the various industrial corporations interested in the preservation of the Colony's forest wealth, with a view to preventing the further destruction by fire of its woodland areas, the enhanced value of which is becoming more and more apparent.

(*To be continued.*)

BRITISH INVESTMENTS IN CANADA.

Sir Edgar Speyer's Warning.

Sir Edgar Speyer's visit to Canada has aroused much interest (says the *Times* Toronto correspondent). He has met with a most cordial reception. After being a guest of the Governor-General at Ottawa he returned here to address the Canadian Club on "Home Investments and the Export of Capital." The address was heard with much attention and was favourably received.

Sir Edgar Speyer expressed himself hopefully as to the course of trade generally, and, quoting from an article in the *Times*, argued that the frightening away of capital where it existed at all was largely due to exaggerated statements by politicians and the Press. He laid great stress on the importance of investments abroad, and predicted that Great Britain would continue to furnish capital for many countries in coming years and thereby stimulate her own industries. He thought that a period of active trade, due to greater confidence and larger gold production as well as to Britain's large foreign investments, was in sight. He thought Canada was bound to make great strides during this period of prosperity. He went on to sound a warning note, and emphasised the paramount necessity of Canada's offering only such securities in the home market as were absolutely good. Canadians doing business with Great Britain must bear in mind, he said, that credit was confidence, and that both were delicate plants which one cold blast might destroy.

MINING RIGHTS IN COBALT LAKE.

The Judicial Committee of the Privy Council have reserved judgment in the case of the Florence Mining Company, Ltd., v. the Cobalt Lake Mining Company, Ltd. This was an appeal from a judgment of the Court of Appeal for Ontario, of April 5, 1909, affirming a judgment of Mr. Justice Riddell, which dismissed an action brought by the appellants against the respondents. It appears that in 1906 a prospector named Green, after consultation of maps and statements issued by the Ontario Government, began exploration in the bed of Cobalt Lake, under the impression that it was open for prospecting. He came upon a vein of calcite containing silver, but was not allowed to register a claim. Subsequently it appeared that Cobalt Lake had been withdrawn from exploration for minerals by an Ontario Order in Council dated August 14, 1905. On December 21, 1906, the respondents purchased from the Crown for $1,085,000 the lands covered by the waters of Cobalt Lake. The appellants, to whom Mr. Green's rights had been transferred, thereupon brought the action against the respondents to set aside the sale of the lands and the patent and to have it declared that they (the appellants) were entitled to the lands, or part of them, on the grounds that an Order in Council, passed on October 30, 1905, gave a right to exploration in the bed of the lake.

Mr. J. M. Clark, K.C. (of the Canadian Bar), and Mr. J. R. Atkin, K.C., were counsel for the appellants; Sir Robert Finlay, K.C., and Mr. Britton Osler (of the Canadian Bar) appeared for the respondents.

On Monday next a service will be held in St. Paul's Cathedral in commemoration of Admiral Collingwood, Nelson's second in command at Trafalgar. Prince Louis of Battenberg will be among those present. Wreaths are being sent by the Navy League and other representative naval institutions. Tickets may be had on application by letter, enclosing stamped envelope, to the Canon in Residence, 2, Amen Corner, Paternoster Row, E.C.

THE BIRTH OF KINDERSLEY—II.

— By —
ARTHUR HAWKES.

The following is a graphic account, by one who was present at it, of the birth of a town on the plains of Saskatchewan. So short is the period that has elapsed since these small beginnings that it is difficult to realise that Kindersley is now a flourishing community with a full-fledged Board of Trade.

I THOUGHT the sale would be like an auction. But Darling wasn't trying to sell something the buyers didn't want. The barber would like a corner at eleven hundred dollars; but the art and practice of shaving doesn't yet run to such prices, so he took something around the corner at about six hundred. The banks had made their pre-emptions, the hotel cellar was visible, and the lumber yards were already on the ground. Darling is thoroughly businesslike, but not the least bit blatant. He was born to sell on merit, and to detect the fellow who is trying to buy or sell on bluff. Only people who know come to a place like Kindersley to buy lots. What they trouble about is not price, but location. And so they went quietly about their business.

The first application and deposit had been accepted. The applicant, swing round to his partner, who stood by with another fellow, slapped him on the back and said, "It's really ours, George, and we can dig in and build."

They talked a moment, and then this declaration of enthusiasm smote my ear: "There isn't a section of land within fifteen miles from here that isn't taken up, and not a hardware store in the whole country."

"A YOKE OF CATTLE RESTING BY THE SKELETON OF A WAGGON."

Twenty feet away a Bank of Commerce manager, who had come down from Delisle, was talking over the situation with two friends and a rival. What the banks expect to do within the next year I, of course, don't know; but when I saw the bankers talking I was reminded of a flying visit I paid to a little town a few weeks after the Canadian Northern rails were laid to it, where the youthful manager of a branch of this same bank of Commerce had ninety-four thousand dollars on deposit. Unless the signs are all awry, the banks of Kindersley next spring will carry deposits anywhere from three hundred thousand to half a million dollars.

They were not all lot buyers who stood in sight of the blue-print. There were a couple of farmers, one from Kansas and one from somewhere in Alberta, brought to Kindersley by bonds of religion as well as by the ambitions of agriculture. They are devout members of a modest section of the Church universal that is called the Brethren in Christ. At first, I supposed the Kansan was a priest. His felt hat, reverend beard, fatherly mien, and the cut of his coat seemed to be unmistakable marks of professional godliness. But I found him to be a plain farmer-elder of a body which believes in quietude of word and act and personal adornment. In his section of Kansas, he told me, land had come to be worth a hundred and fifty dollars an acre. He was in some sort a delegate of many people who wanted more room to grow at less cost than Kansas nowadays affords. And he had come to visit certain families of the Faith who had reached the Kindersley country a couple of years ahead of steel.

The Albertan wanted more room than was supplied in the wooded section in which he was already settled, and also more abundant privileges of fellowship than his spiritual isolation in the parks of Alberta afforded

While Darling sold and Spackman registered, I crossed the track and the new laid yards to get a look at the train, with its background of infinite suggestion. I saw a yoke of cattle resting by the skeleton of a waggon, as you see them; and when I had secured for them and for the train such immortality as a photograph can confer, I met their owner, who came to conduct them to the cooling spring. He was a Scotch bachelor—and looked it. He told me he had patented a homestead somewhere out of Moose Jaw, and had sold it for twenty-three dollars an acre. With the proceeds he had bought South African scrip, and was located on a half-section about twenty miles west of Kindersley, and, with a neighbour pal, had come to Kindersley for lumber. In the district which they had chosen Providence had furnished an extraordinary water supply through springs that never failed, and were, indeed, more liberal in the fall than they were in the spring—to his cautious and naturally sceptical mind a sure proof that, somewhere beneath the farmers' feet, was an amazing store drawn from some distant, boundless deep

I went back to the sale ground and talked again with Heise, the Kansan. His friends were only six miles north. One of them kept a store and wished to buy a lot in town. When Heise left him, twenty hours ago, he had not heard that the sale would be to-day

"Shall we drive out to find him?" said I

Heise was delighted at the prospect and I although a prairie drive was nothing new for me, thought I might learn something good about Kansas and about the Brethren in Christ. We hired a team and "democrat" belonging to a youthful homesteader, who had come up from the river thirty miles to the south, and so we drove to Merrington. What I learned about the Brethren is fitting subject for more inquiry. I tried to be demure, even in the converse which the wayward horses compelled me to hold with them. Our news was ahead of us, for we found Baker the storekeeper, hurrying away to the sale.

We turned back on our trail for a mile, and then drove a mile east to the home of the preacher-farmer, a more patriarchal Baker, who was making his house snug before going to Ontario to sell his farm. His yard was full of grain stacks. The strong stubble from which they came, and the fifty-acre patch of perfectly disced breaking, as well as the garden in which the young folks were pulling big vegetables, told of the excellence of the soil and the kindliness of the season. We stayed for dinner, which was a sacramental feast. When we got away it was for a hurrying drive back to town.

As we rattled across a fine stretch of fine land, gently sloping west and south, the quiet, devout, observing Heise, putting forth his right hand, remarked: "I was thinking a good deal about this section. I am glad to have the opportunity of seeing it again." That was all; but it presaged a Kansas colony in 1910.

We reached Kindersley just in time for the train. The only other straggler was the huge man with the bottles of pop. They were intact, for he had tasted of the abundance and quality of the water that came from the spring, and was reserving his imported liquid for those who had jollied him, but who would enjoy his drink on the train. He was a buyer, too.

Darling and Spackman were waiting for me, as pleased as if they owned the whole town, for the lots sold would bring their department somewhere between $40,000 and $50,000—which was the foundation for my reply to the question asked us in Saskatoon next morning.

POSTSCRIPTS.

From the *Saskatoon Phœnix.*—"Though Kindersley is now barely over two weeks old, a live Board of Trade has already been organised with twenty-three charter members. The organisation was effected on October 14, and all the leading representative business men of the town were present on the occasion."

From a letter from the Secretary of the Kindersley Board of Trade, November 20, 1909.—"On October 5 (the day the town lots were sold) the temporary office of the Beaver Lumber Company was the only building on the townsite of Kindersley. That such a change could have taken place in six short weeks seems incredible, and yet such is the case. To-day we have one hundred and twenty-five buildings—good substantial buildings—and over four hundred of a population. Our main street is graded. We have bored for and obtained water—good water—in abundance.

"THE FIRST APPLICATION AND DEPOSIT HAD BEEN ACCEPTED."

"To give you a better idea of our prosperity, we have four general stores, two hardwares, three restaurants, and the hotel almost completed, which when finished will accommodate two hundred people; one blacksmith, and no less than six lumber yards, also barber, pool-room, laundry, two real estate agents, two machine men, four coal dealers, three livery barns, two doctors, and two druggists. In addition to this the Board of Trade has a great many inquiries, and the future of Kindersley is assured. The very fact that a homestead cannot be procured within twenty miles is sufficient to show what a tremendous rush there will be in the spring. Our territory extends for seventy-five miles, most of which is taken up. Finally we have definite information from the Canadian Northern Railway that this will be not only the divisional point, but also a very important one. And, in conclusion, I may add that Kindersley is perhaps the most fortunate place in the West in the matter of citizens. Everybody is ready to help his fellow-man, and the principle appears to be, 'United we stand, divided we fall.'"

(Concluded.)

The Work of the Canadian Geological Survey: INTERVIEW WITH DR. H. M. AMI.

AN interview was given last week to a representative of *Canada*, by Dr. H. M. Ami, F.G.S., F.R.S. (Can.) who for twenty eight years has been connected with the Dominion Geological Survey, in which he was a member of the Palaeontological Division. Dr. Ami has been in Italy and the South of France on sick leave for nearly a year. In the course of conversation with our representative, Dr. Ami said that, as originally constituted, sixty-seven years ago, the Geological Survey was established to investigate the mineral resources of Upper and Lower Canada, and to make a complete geological map of the Dominion. After Confederation, however, he other Provinces were included, and in 1870 the investigation of the resources of the then unexplored North-West territories was begun. This work has since that time kept well ahead of the settler in order to supply him with information as to the nature of the new regions in which he seeks to make a home.

CANADA'S NATURAL RESOURCES: SOFT COAL DEPOSITS ON THE ATHABASCA RIVER.

Three years ago a new department was created, that of Mines, in which the economic side of the work was separated from the more purely scientific. "There is," added Dr. Ami, "a growing desire to emphasise economic geology, which has practically become a new science in the last decade. Both the Mines' branch and the Geological Survey are under the Minister of Mines, the Hon. William Templeman. The original staff numbered only some six or seven men, most prominent among whom were Sir William Logan, the first Director, Messrs. Alexander Murray, T. Sterry Hunt, and E. Billings. At that time $5,000 was spent annually on the Department, which had its headquarters in Montreal. In 1880, however, these were moved to Ottawa, where they still are. To-day the staff numbers a hundred men, and the Department has an annual expenditure of $200.000. Sir William Logan was appointed Director of the Survey in 1843, which position he held for twenty-five years, and certainly laid the foundations in Canada of careful geological investigation. He was followed by Dr. Selwyn and Dr. George Dawson, the son of Sir William Dawson." Dr. A. P. Low, who was in London last week, is the present Deputy Minister, with Mr. Brock as Director of the Geological Survey Branch, and Dr. Eugene Haanel as the Director of the Mines Branch.

A DERRICK AND OIL GUSHER ON THE ATHABASCA RIVER.

Passing on from this interesting sketch of the Department, Dr. Ami said that the geological resources of Canada were its national resources. A great deal of investigation remained still to be done in the Hudson Bay basin, but enough had already been accomplished to show that there was not a mile of uninteresting country. The alluvial deposits, constituting the last geological formation, afforded an excellent soil for agricultural purposes, while wherever the crystalline rock cropped out, the presence of minerals might be expected. Both Fort Churchill and Port Nelson were excellent harbours and, of course, afforded an exceedingly short route to Great Britain and the continent. It was believed that the basin of the James and Hudson Bays could easily support a population of from five to ten million people, while at Fort George, 300 miles north of the foot of James Bay, it was possible to raise any crop that is grown in Scotland.

"Some of the best forests," he continued, "in Canada are north of the Ogoke River, though there is a continuous zone from east to west of coniferous trees that forms one of the Dominion's greatest assets. These trees feed on the primitive crystalline rocks, of which there is in Canada an area of upwards of a million square miles, the largest in any part of the world. In addition, these rocks yield the gold, silver, nickel, iron, copper, mica, and other mineral resources which are of great economic value to the country.

In the remainder of the rock formations there are enormous deposits of fossil fuel in hundreds of basins, containing an inexhaustible supply. It has been estimated that the Crow's Nest basin, on the line of the Canadian Pacific Railway, can alone supply a hundred million tons of coal a year for five thousand years, and yet be unexhausted. In the best areas of the Prairie Provinces there is an average of 10.000 tons to the square mile of coal area, the seams varying in thickness from 8 to 40 feet. While much of the coal is soft, it is good fuel, and by briquetting, in order to make it more durable and more readily transportable, the country's fuel problem will be solved. Canada possesses two excellent natural coaling stations, one on the East—Sydney, in Cape Breton—and Nanaimo, on Vancouver Island. These constitute two strategic points, from which the Atlantic or Pacific squadrons of our Navy can obtain full supplies at any time.

A SURVEYING PARTY IN UNTRODDEN WAYS.

"It may," said Dr. Ami, "be expected that at any time a close examination of the Huronian belt in Ontario and Quebec will reveal rich new mineral areas, such as Cobalt and Gowganda. In British Columbia coal, copper, and iron are known to occur in many portions of the Province. The opening of new railways will contribute enormously to this development, and within the present decade Canada should produce annually upwards of $100.000.000 in minerals. It has practically the monopoly of the world's nickel and asbestos supply, and should see that full value is obtained. In addition to these most important resources, the country has an untold supply in its rock formations of oil and gas, not only in crude petroleum and tar, but also in oil shales, which, when distilled, will produce millions of tons. These oil shales occur in New Brunswick and Nova Scotia in great abundance, and, as far back as 1895, analyses of specimens from the former Province showed upwards of 39.5 per cent. of hydro-carbons. These, along with the bituminous shales of Quebec, Ontario, and the newer Provinces of the West, could supply the railways of Canada and the Navy of the Empire with oil fuel for thousands of years. There are everywhere vast supplies stored up in the rock formation of Canada, only awaiting capital and enterprise to open them up."

Dr. Ami stated, in conclusion, that science now meant accurate knowledge, and the Geological Survey, in conjunction with the Mines or economic branch, had an important work to do as a bureau of information for investors, one of its most important objects being to furnish reliable information and to discourage rash speculation.

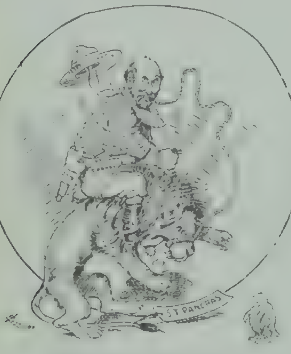
EX-PREMIER AS M.P.

The Hon. Joseph Martin in Office in British Columbia.

The Hon. Joseph Martin, ex-Premier of British Columbia, and now Member of Parliament for St. Pancras East, made his maiden speech at Westminster last week, when he protested against Mr. Asquith's interpretation of the Albert Hall pledge regarding the Veto of the House of Lords. He followed this up with a letter to the *Times*, in which he expressed the opinion that "every Liberal Member elected is released from his allegiance to Mr. Asquith and his colleagues, and we should now act in such a way as to put the Liberal party right with its supporters in the country, and for this purpose it would seem to be necessary to repudiate our present party leaders." His election continues to attract great attention throughout Canada, and to evoke comment in the newspapers of the Dominion. The *Hamilton Herald* points out that Mr. Martin has now been member of four British Parliaments—a record of which probably no other man in the Empire can boast.

"While rejoicing in Mr. Martin's victory," says the *Daily Province*, of Vancouver, "let us express beforehand our sympathy with the Lords; let us express sympathy even with the party Mr. Martin is supporting; with Premier Asquith and Sir Edward Grey, and we may say even with Mr. Lloyd George and Mr. Winston Churchill. These gentlemen do not realise what kind of a colleague they have acquired in the person of Mr. Joseph Martin. They will discover now that whether their strength in the House is great or small, they will have to do things. If they do not, they will subject themselves to Mr. Martin's serious displeasure."

"CAUGHT."



From the *Vancouver Daily Province.*

The *Toronto World* opines in a heading that "Joe Martin is Surely the Star (Career Reads Like Fiction) Behind the Political Footlights." His "spectacular début in Imperial Parliamentary life" recalls to the Ottawa correspondent of that journal "the meteoric incidents of his political career in Canada, crowned by a brief, inglorious period as Premier of British Columbia, according to a distinguished friend in the capital." "That," continues the writer, "was in 1900, when for fifteen weeks under his direction the political scene changed as quickly and as strangely as the product of any kaleidoscope. Joe had no licence to be Premier. He had been Attorney-General in that evanescent Semlin Ministry arbitrarily called into being by the ill-starred Lieutenant-Governor McInnes in 1898, but he held the office for only a few months, being hopelessly at variance with his orthodox colleagues, and their relations were so strained that the Premier demanded the retirement of his Attorney-General. Premier Semlin in turn was dismissed a few months afterwards by the Lieutenant-Governor, who in an evil hour for himself and his protégé called upon Mr. Martin to form a Ministry.

"The first rebuff was on the following day, when the Governor attended to prorogue the Legislature. As the gubernatorial gold lace appeared through one door, the members of the House with one accord filed out the other, leaving His Honour and his chief adviser facing only the amused galleries, and the amazed and awe-stricken pages and attendants, to whom His Majesty's will and pleasure were communicated in due form. Then the new Premier set out to find colleagues, preparatory to dissolution and an appeal to the country.

A SEARCH FOR MINISTERS.

"The office in his case had sought the man, and in this respect the condition was ideal. But similar reward did not follow continuance of the search for the incumbents of office in a Martin Cabinet. The Premier's old friend and former law partner, Smith Curtis, of Rossland, made a cordial response to an invitation to be Minister of Mines; but every other Cabinet possibility was hopelessly coy. J. Stuart Yates, of Victoria, a respected lawyer of good family, being politically unsophisticated, accepted a tardy offer of the Works Department; but there the cast halted, and the play proceeded with the important parts of Finance Minister and Provincial Secretary not taken, and with no immediate prospect of takers. The Premier had a programme that appealed more to certain voters than to men who might have the responsibility of carrying it out, and his plan appeared to be to make the appeal to the people before further cheapening his Cabinet by risking other rebuffs. If he won, there would be no lack of Cabinet material; if he lost, no necessity for it.

"But the impatience of the Lieutenant-Governor was in evidence once more. His Premier must complete his Cabinet, make political bricks without straw. So the Premier grasped a political straw when he met at the door of a Nanaimo hotel a peripatetic purveyor of pencils rejoicing in the name of Cory S. Ryder. Perhaps it is imagination that has supplied the dialogue which follows, but it has become part of the unwritten history of British Columbia:—

"'Looking for a job?'

"'Yes, if it's better than what I'm doing.'

"'How would you like to be Finance Minister of British Columbia?'

"'What is it worth?"

"'Three hundred and thirty-five dollars a month and expenses.'

"'What do you have to do?'

"'Just sign your name; you can do that, I suppose?'

"'Do you mean it?"

"'Never was more in earnest in my life."

"And next day, after an appearance before an astonished administrator of oaths, there rose on the political horizon the Honourable Cory S. Ryder, duly accepted by a properly humiliated Lieutenant-Governor, and giving out an interview to the beaming reporters of a chortling Press, that in consequence proclaimed as the financial policy of the new administration a reduction in the price to be paid for lead pencils.

ANOTHER SHOCK.

"Two days later the political world received another shock, in the appearance of an extra of the *British Columbia Gazette* announcing the existence of one George Washington Beebe, and his appointment as Minister of Education and Provincial Secretary in the 'Who-Who' Cabinet.

"'Who is this George Washington Beebe?' the Premier was asked a few hours later.

"'To tell you the truth, I don't know much about him. He is a farmer living near Agassiz; a very good fellow, I believe—President of the Farmers' Institute, I think."

"'He's very deaf, isn't he?' (Two others of the new Ministers were notoriously hard of hearing.)

"'Yes, I believe he is. But" (reflectively) 'I can hear enough for a whole Cabinet just now.'

"So the will of the Lieutenant-Governor had proved law, and the Cabinet was complete, all except the honorary office of President of the Council. There was no salary to this, and no inducement to touch it. Ryder retired the following month when confronted with the problem of finding a constituency, and through some inexplicable fatality John C. Brown, a provincial politician of standing, threw up the postmastership which was his livelihood to take the office that the appointment of Ryder had so hopelessly cheapened. The elections disposed of the Martin party, who secured but nine seats in a house of thirty-eight."

⁂

MAPLE LEAF PARTY AT THE IMPERIAL INSTITUTE.

The Maple Leaf party, which was held at the Imperial Institute on Wednesday, February 23, under the patronage of H.R.H. Princess Louise, Duchess of Argyll, was a great success. At the invitation of the Lady Knightley of Fawsley, president of the British Women's Emigration Association, and Miss Mary Williams, over 800 guests attended. The large Jehanghier Hall of the Institute was crowded twice during the period of the reception to hear two illustrated lectures delivered by Miss Agnes Deans Cameron. Miss Edith Miller, a very charming Canadian contralto, sang two of the popular French-Canadian folk-lore songs, and Miss Edith Smaill recited in pleasing style two of the well-known "habitant" poems of the late Dr. W. H. Drummond. In the reception-room a number of curiosities and relics collected by Miss Cameron during her extensive tours were on exhibit. During the afternoon, between the lectures, tea was served. Miss Cameron has already achieved a reputation among London audiences by the manner as well the matter of her delivery, and the attractions of the Dominion in resources, opportunities, and scenery were again pointed out in graphic language. "A delightful combination of a lesson in Empire history and geography," remarked more than one of those present who have not as yet visited Canada, but expressed an early intention of doing so as the result of the interest excited by the lecture and the views with which it was illustrated.

The guests included:—H.R.H. the Landgrave of Hesse, His Grace the Duke of Argyll, Lord Strathcona, Lord William Seymour, Lord Ashcombe, Lord Knutsford, Marchioness of Donegall, Lady Wolseley, Lady Knightley of Fawsley, the Lord Bishop of Bangor, Hon. J. H. Turner, Agent-General for British Columbia, Lady Kirkpatrick, Hon. Mrs. Joyce, Lord and Lady Hindlip, Lady and Miss Pauncefote, Admiral Sir Edmund Fremantle, the Hon. Misses Douglas Tennant, Sir Leopold Swain, Lady Osborne Morgan, Lady Armytage, Lady Jane Taylor, the Viscountess Hill, Lady Parker, Lady Dalrymple White, Eleonora Lady Trevelyan, Lady Stokes, Major Lugard, Mrs. Colmer, Mrs. George Cran, Hon. Mrs. Fuller Maitland, Hon. Mrs. Franklin, Mrs. Martindale, Dr. Martindale, Miss Soulsby, Mrs. Edwin Gray, Miss Janes, Miss Lefroy, Miss Norah Green, Mr. and Mrs. Obed Smith, Mr. Dring, Mr. Clark, K.C., of Toronto (who had been speaking before the Privy Council earlier in the day), Mrs. Butcher, of Victoria, Mr. and Mrs. Dickson, Mr. Arthur William Taylor, of Winnipeg, and other visiting Canadians.

Miss Cameron will return to Canada in April.

Mr. E. T. Scammell, F.R.G.S., representing The British Empire Agency, Limited, delivered an Empire lecture recently, in the Co-operative Hall, Leicester. The lecturer spoke on the prospects held out to suitable emigrants by the various Colonial Governments, dealing, in the course of his remarks, with the possibilities of the Dominion of Canada. Mr. Scammell also interviewed some leading business people in Leicester in regard to the opportunities afforded to British capitalists and manufacturers for investment and trade in Greater Britain.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Lady Sybil Grey and Lady Aileen Roberts have arrived in Ottawa from England. Lady Aileen Roberts is the guest of their Excellencies.

* *

Lord and Lady Strathcona were present at the Court held by their Majesties on Friday last.

* *

Lord Strathcona has given a donation of £500 in connection with the banquet to be held at the Ritz Hotel on June 7, at which the Duke of Connaught will preside, with the object of raising £50,000 for the Royal Albert Orphan Asylum.

* *

Among the Canadians presented at the Levée held by his Majesty on Tuesday were Sir H. Montagu Allan, C.V.O., Colonel Woods, of the Governor-General's Bodyguard, Mr. F. Williams Taylor, and Mr. H. V. F. Jones. There were also in attendance Lord Strathcona and Sir Gilbert Parker.

* *

It is announced that Sir Wilfrid Laurier, accompanied by three members of his Cabinet, will make a trip of the West next summer. The Premier expects to reach Vancouver about the last week in August or early in September. At present Sir Wilfrid is confined to his house with influenza.

* *

The directors of the Ontario Club have made arrangements for a series of banquets during February, March, and April, at each of which a Cabinet Minister will speak, dealing with the work and the special problems connected with his department. Two banquets have already taken place, the speakers being as follows:—February 17, the Hon. A. B. Aylesworth, K.C., Minister of Justice; March 3, the Hon. G. P. Graham, Minister of Railways and Canals; and the remaining speakers will be: March 17, the Hon. Frank Oliver, Minister of the Interior; March 31, The Hon. W. L. M. King, Minister of Labour; April 14, the Hon. Dr. Pugsley, Minister of Public Works; April 28, the Hon. Rodolphe Lemieux, K.C., Postmaster-General.

* *

The resignation is announced of the Hon. W. H. Cushing, Provincial Minister of Public Works for Alberta. The Hon. W. A. Buchanan has been appointed Minister of Municipalities for that province, the new department which has been created in Alberta. He will have charge of all the roads, bridges, and local improvement districts, as well as the collection of educational taxes.

* *

Miss Margaret Hanna, the young daughter of the Hon. W. J. Hanna, Provincial Secretary for Ontario, was severely bitten by a collie dog a short time ago, and has been taken to the Pasteur Institute at New York by Mrs. Hanna for treatment.

* *

Following the accident to the Hon. A. J. Matheson, the other day, still another Ontario Minister will be off duty for a little while, as the Hon. Dr. Pyne, Minister of Education, is confined to his residence with an acute attack of rheumatism.

* *

By a recent Order-in-Council, Mr. Byron E. Walker, President of the Canadian Bank of Commerce, was made Chairman of the Board of Governors of Toronto University, in succession to Dr. John F. Hoskin, K.C., who, on account of ill-health, has resigned both the chairmanship and his place on the Board of Governors. The vacancy on the board has not been filled, Dr. Hoskin being in England.

* *

Major and Mrs. Home, of Toronto, have left for England, en route to South Africa

The news that Sir William Henry White, K.C.B., the famous naval constructor and engineer, has been elected a Director of the Grand Trunk Railway Company in place of Sir Charles Rivers Wilson, who has resigned, furnishes another proof of that gentleman's interest and belief in the future possibilities of the Dominion. Those who were present at the latest Canada Club dinner, where Sir William replied to the toast of "The Visitors," will remember the delightful speech which he then made, in which he related the experiences and impressions gained during a recent visit to Canada during the previous summer. His all too short address was full of personal anecdotes of the people and types he met, while he also contrived to infuse into his utterances an earnestness which convinced his hearers of his strong Imperialism. Sir William will, perhaps, be best remembered by Canadians for his paper, read at the meeting of the British Association in Winnipeg last summer, upon naval construction and the need for a scheme of Imperial defence. Sir William was born in 1845 at Devonport, and educated at the Royal School of Naval Architecture, of which he holds the First Class Diploma of Fellow. He joined the Constructive Department of the Admiralty in 1867, attaining the rank of Chief Constructor, and was from 1870 to 1881 Professor of Naval Architecture at the Royal School of Naval Architecture and the Royal Naval College. From 1883 to 1885 he organised and directed the warship-building department of Armstrong and Co. at Newcastle. From 1885 to 1902, as Director of Naval Construction, he was responsible designer for all the ships of the Royal Navy, and when he resigned that office on account of ill health he was awarded a special grant of money by Parliament in recognition of his services to the Navy. Among the long list of distinctions, both British and foreign, held by Sir William are those of Past President of the Institution of Civil Engineers and of the Institution of Mechanical Engineers, President of the Institution of Metals, Hon. Vice-President of the Institution of Naval Architects, and Chairman of the Council of the Royal Society of Arts. He has contributed several treatises and papers to the literature of naval architecture and shipbuilding, and among other degrees holds those of F.R.S. for London and Edinburgh, LL.D. Glasgow, and D.Sc. for Cambridge and Durham.

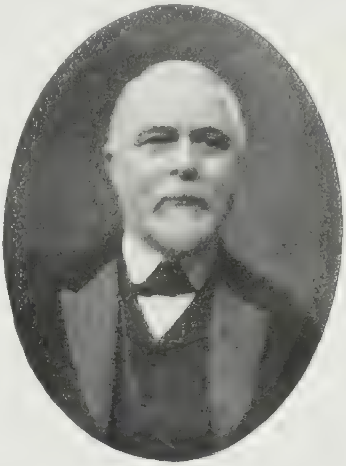


Photo by] [*Mendelssohn.*

SIR WILLIAM WHITE, K.C.B.

(Who has been elected a Director of the Grand Trunk Railway Co.).

* *

Mr. R. F. Fairbairn, engineer of the Public Works Department of Ontario, has been appointed Deputy Minister of Public Works at Ottawa.

* *

Mr. George W. Hill, Montreal, has been awarded the first prize and contract for the statues of the Hon. George Brown and Thomas D'Arcy McGee. Mr. Hill models were adjudged the most appropriate by Senator Boyer and Mr. Byron Walker, the Government Art Committee.

* *

The following were amongst those present at the dinner given at the Constitutional Club last week in honour of the newly elected Unionist members of Parliament:—Mr. Bonar Law, M.P., Sir Gilbert Parker, M.P., Mr. H. J. Mackinder, M.P., and Mr. Donald Macmaster, K.C., M.P.

* *

Sir Ernest and Lady Shackleton leave England on the 19th inst. on a three months' lecturing tour in the United States and Canada.

* *

Among the departures from Liverpool for Canada on the *Empress of Britain* were: Mr. A. W. Atwater, K.C., Mr. G. M. Bosworth, and Mrs. S. W. Ewing, all of Montreal; Dr. A. P. Low, of the Dominion Geological Survey, Ottawa, and Miss J. E. Low; also Capt. J. W., Mrs., and Miss Troup, of Victoria.

* *

Mr. George Eadie, of Montreal, was among the arrivals at Liverpool on the *Tunisian.*

* *

Among the arrivals at Liverpool on the *Baltic* were the Countess of Dartrey, the Countess of Harewood, and Mr. J. N. Greenshields, K.C., of Montreal.

* *

Professor J. W. Robertson, formerly Principal of the Macdonald College, St. Anne de Bellevue, and now a member of the Commission for the Conservation of Natural Resources, is expected in England early next week on the *Grampian* from Halifax.

* *

The by-election in Queen's County to fill the vacancy in the Provincial Legislature caused by the appointment of the Speaker, Mr. E. M. Farrell, to the Senate, resulted in the return of Mr. W. L. Hall by a majority of 230 over Mr. A. W. Hendrick, Liberal. For over a quarter of a century that county has not sent an Opposition member to the Provincial House.

* *

At the annual meeting of the Royal Geological Society held last week at Burlington House, the President announced that the Council had awarded the Murchison Gold Medal to Prof. A. P. Coleman, of Toronto University, for his eminent geological researches in Canada and other portions of the Empire, while, four days later, the announcement was made at the Royal Society's meeting that the Council had recommended Prof. Coleman for election as a Fellow in that Society.

* *

Mr. H. M. Ami, M.A., LL.D, F.G.S., F.R.S. (Can.), who has been paying a flying visit to London, leaves for Paris next week, on his way to Southern France. Dr. Ami was a member of the Canadian Geological Service for twenty-eight years, but has been on sick leave for over a year.

* *

The Militia of Canada have suffered a severe loss in the retirement from the Service of Colonel James Mason, who has been a most active soldier for over thirty years. Colonel Mason is a Canadian bred and born, and besides being a distinguished soldier, is also a prominent business man, being manager of the Home Bank of Canada.

* *

Major Campbell has been promoted to the Colonelcy of the 7th Regiment at London, Ontario, to succeed Colonel Frank Reed

* *

The Lord Bishop of Ontario is at present taking a holiday trip in the Mediterranean.

* *

Lieut.-Colonel W. Hamilton Merritt has been re-elected for the sixth time as president of the Canadian Military Institute.

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OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada. IV.

BY WILLIAM BLAYNAY.

THERE are two railroads from Medicine Hat across the Rockies into British Columbia, both of them C.P.R. The main line runs north-west to Calgary, and thence to Revelstoke and Vancouver, whilst a branch line, 392 miles long, connects Medicine Hat with Kootenay Landing, on Kootenay Lake, in Southern British Columbia, running almost due west as far as the Rockies, and then taking a tortuous route through the Crow's Nest Pass and along numerous valleys, constantly changing its direction, and as constantly revealing the most exquisite scenery. The journey between Kootenay Landing and Nelson is made by the C.P.R. steamer on the Kootenay Lake. At Nelson the train is again taken as far as West Robson, from which point a C.P.R. steamer on the Arrow Lake connects with Arrowhead, 155 miles distant. Here the train is taken to Revelstoke, twenty-seven miles away, and connection made with the main C.P.R. line.

It was this rail and steamer route which I decided to take between Medicine Hat and Revelstoke, though the distance, in comparison with the main line route, is 193 miles farther. For a whole December day our train travelled through "Sunny Southern Alberta" in the most glorious sunshine. Horses and cattle were out grazing, and men were working at all sorts of occupations in the open air, with seemingly no discomfort by reason of the low temperature, which must have been 5deg. or 10deg. below zero.

A RICH GAS WELL AT BOW ISLAND.

Practically the whole region of Southern Alberta is apparently underlaid with coal, natural gas, and, in all probability, oil. Forty-one miles from Medicine Hat lies the small prairie town of Bow Island; here a valuable gas-well has been bored, yielding 8,000,000 cubic feet at a pressure of 800lb. to the square inch every twenty-four hours. It is possible for farmers who care to go to the expense and trouble of boring a well on their property in this locality to obtain natural gas for the purposes of light, heat, and power to almost any extent and free of all cost beyond the initial charges attached to the well-boring. Houses may be brilliantly lit and kept as warm as required during the cold weather, and a gas-engine driven supplying power to such farm machinery as chaff-cutters, circular saws, and so forth, all at absolutely no cost for the gas.

After Bow Island our next stop was at Burdett, another very small prairie town, but not one whit less ambitious or optimistic than any other mushroom town of Western Canada. And here I may remark that I use the word "town" in connection with Burdett purely out of respect for its ambitions, for at present it is composed of nothing more than a few wooden buildings, some of them stores and some of them residences, all more or less jumbled together on one side of the railway track, and among them the inevitable real estate office, with its window full of "snaps" and bargains. Still, Winnipeg and other great cities of Canada, in their infancy, were nothing more than this, and if other towns have attained importance, why not Burdett? With the optimistic Canadian such growth is only a matter of time. To enable the travelling public to remember this, a huge hoarding faces the Burdett railway station, on which is the following inscription: "Burdett, the town which has a future. Watch 'er grow."

Thirty-eight miles beyond Burdett brings us to the first "pits" of the Lethbridge coal-mining district. Nothing seems more out of place than a colliery on the clean, flat prairie, surrounded by golden wheat fields, yet this is more or less the case from Taber, a town of 2,000 people, where our train stops twenty minutes to enable train officials and passengers to obtain a hurried meal at an adjoining hotel, all the way to the Rockies.

THE PROSPERITY OF LETHBRIDGE.

Lethbridge, which thirteen years ago was a tiny mining town hidden away in one of the many coulees into which the friable banks of the Belly River are here broken up, is now the third city in Alberta in point of size, and exceedingly prosperous. The population, according to the latest police census, is now over 11,000, an increase of about 6,000 since the previous census, taken thirteen months ago. The assessment is now upwards of about $5.000,000, and much building is proceeding. The city is the chief town of one of the richest coal-mining centres of the Province. A number of companies are mining coal, the oldest company now working being the Alberta Railway and Irrigation Company, which has an output of nearly 2,000 tons a day. Lethbridge owes its origin to Sir Alexander T. Galt, the well-known Canadian financier and statesman, and its earliest development to British capital. During a tour of the West in 1882 Sir Alexander noticed outcroppings of coal on the banks of the Belly River, and conceived the idea of shipping the coal in barges down that river (which joins with the Bow River, to make the South Saskatchewan), for use in construction work on the Canadian Pacific Railway, which line was then being built. British capital was chiefly used in forming the company. Eventually a branch line was built to reach the main line of the Canadian Pacific Railway, and the town then began to go ahead.

The surrounding land is very fertile, especially when improved by irrigation, which work has been undertaken by the Alberta Railway and Irrigation Company. A farming community is settling the district rapidly. Moreover, the dry farming system has been introduced by Americans from the Dakotas, and this method has proved as successful as irrigation. Forty, fifty, and even sixty, bushels of wheat are yielded to the acre.

Soon after leaving Lethbridge the railway crosses the Belly River by one of the greatest bridges in Canada. It has only very recently been completed, and is one mile and 47ft. long, and 307ft. above the river. It is built entirely of steel on concrete foundations, and shortens the old mileage between Lethbridge and Macleod pretty considerably.

(To be continued.)

Photographs illustrating Mr. Blaynay's tour will be found on the middle pages of this number.

FESTIVAL OF EMPIRE.

The First Step to an Imperial Parliament.

A large and distinguished company was entertained to luncheon on Wednesday of last week, at the Savoy Hotel, by the Earl of Plymouth, as chairman of the Festival of Empire and Pageant of London, which is to be held in the Crystal Palace and grounds this summer, beginning on the late Queen's birthday, May 24; and a number of gentlemen connected with the enterprise described its Imperial aims.

Amongst the guests were:—The Duke of Marlborough, Lord Desborough, Lord Wenlock, Lord Kinnaird, Lord Barnard, Captain Sir Pieter Bam (Cape Colony Legislative Assembly), Sir Melvill Beachcroft, Sir Edwin Cornwall, M.P., Sir C. Kinloch Cooke, M.P., Sir Roger Curtis, Sir Charles Owens, Colonel Sir W. H. Dunn, M.P., Sir Godfrey Lagden, Sir Alfred Lyall, Sir Alfred S. Scott-Gatty, Sir G. Wyatt Truscott, Sir Aston Webb, the Mayors and Town Clerks of the Metropolitan Boroughs, Major W. A. Grant, Mr. Jas. Boyton, M.P., Mr. R. Donald, Sir Geo. Frampton, Major Houghton-Gastrell, M.P., Mr. G. L. Gomme, Mr. H. A. Gwynne, Mr. F. L. Harris, M.P., Mr. Percy Harris, M.P., Dr. Sidney Lee, Mr. Frank Lascelles, Mr. J. Seymour Lucas, Mr. Joseph Lyons, Sir Edward Moss, Mr. F. A. McKenzie, Mr. E. T. Husey, Mr. Geo. Starr, Mr. H. G. Radford, M.P., Mr. J. H. Richardson, Mr. J. A. Spender, Mr. Alderman Twining, Mr. Charles Watney, and Dr. Charles Harriss.

A letter of regret was read from the Earl of Crewe, Secretary of State for the Colonies, and cables from Earl Grey, Governor-General of Canada, and Lord Selborne, High Commissioner for South Africa, the message of the former being:—"Best wishes for the success of Festival. May your pageants, under Lascelles' management, eclipse in interest, beauty, and results even the historic pageant of Quebec." Lord Strathcona and other prominent citizens of the Empire also sent their best wishes for the success of the Festival.

After the toast of "The King" had been honoured, the chairman, Lord Plymouth, proposed that of "The British Empire," with which he coupled the names of the Duke of Marlborough, a former Under-Secretary of State for the Colonies, and Sir Pieter Bam, M.L.A.

The Duke of Marlborough, responding, said the Empire had become so vast, and had so numerous and varied populations, that it would be a very difficult thing to represent its tremendous diversity adequately in the forthcoming pageants. He felt, however, that the citizens of London would have an opportunity of educating themselves in the vast Imperial responsibilities which were thrust upon them more and more with succeeding years.

The most interesting pronouncement of the occasion, however, by reason of the speaker's out-spoken desire for Imperial Federation, was the response of Sir Pieter Bam, in the course of which he assured those present that in South Africa they were heartily with London in this work. Many in South Africa were not Englishmen, and he was speaking as a Dutchman, and not as an Englishman. As Britishers, not as Englishmen—Britishers was the word—they must do all they could to further the interests of the British Empire. He hoped the London pageant would be a great success. Those promoting it had the sympathy and good wishes of all true Britishers, but he looked beyond it, and hoped that the pageant was but the beginning of greater things—the beginning of an Imperial Parliament in London. Although the Oversea Dominions had their own Parliaments they could not be left merely with that while they in Britain managed the whole Empire. The people of the Colonies had an interest in Imperial questions. He did not profess to speak for Canada and Australia, but he believed that feeling existed throughout the whole Empire, and they all, whether Dutch or English or French or Germans, who lived under the good old British flag, felt that they must work together to build up a strong British Empire.

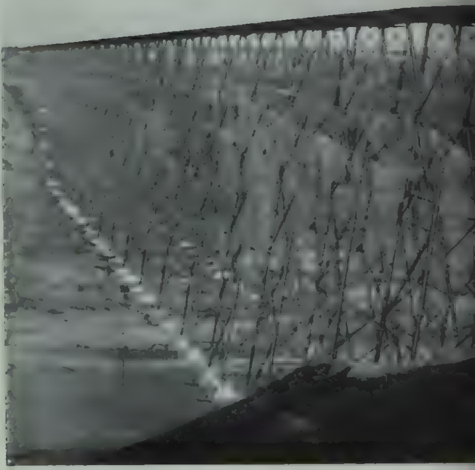
"London, the Heart of the Empire," was proposed by Mr. Laurence Gomme, and responded to by Sir Melvill Beachcroft, Chairman of the London County Council, Ald. Sir George Wyatt Truscott, formerly Lord Mayor of London, and Mr. J. A. Spender, of the *Westminster Gazette*.

Lord Desborough, proposing the "Festival of Empire," stated that the pageant was not intended only as a glorification of London, but as an expression of the unity of the Empire under an honoured King.

The toast was responded to by Mr. Frank Lascelles, who gave an outline of the scope and details of the coming Festival, while Lord Plymouth, who also replied, expressed his gratitude for the alacrity with which their kinsfolk beyond the seas had taken up the project, despite the shortness of the time available, and, in conclusion, conveyed to them through those present the following message:—"We desire and hope that they will feel that they are as welcome in this country as they have invariably made us feel whenever we have visited them in any part of the King's Dominions over which the British flag flies."

OUR PRIZE W
The Third Tho

THE LITTLE TOWN OF BOW ISLAND, FAMOUS FOR ITS GREAT NATURAL GAS WELL.



THE C.P.R. BRIDGE OVER T
The structure is one mile and

A BIRD'S-EYE VIEW OF LETHBRIDGE.

IRRIGATION WO

AT MACLEOD FAIR: A GROUP OF INDIANS.

ER'S TOUR.

nd Miles.—IV.

, NEAR LETHBRIDGE.
7 feet above the river.

THBRIDGE.

A COAL PIT NEAR LETHBRIDGE.

A BUSINESS STREET IN LETHBRIDGE.

INDIAN CHIEFS IN THEIR WAR-PAINT AT MACLEOD FAIR.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The Executive Committee of the Commission of Conservation has made a strong representation to the Government against the proposed power development at the Long Sault Rapids.

——Messrs. F. A. Labelle, of Hull, and D. Lafontaine, of Gatineau Point, have purchased what is said to be one of the largest mica discoveries ever found in the Ottawa district. It is situated in the government limit between the townships of Wakefield and Templeton, and consists of a 14 ft. vein of phosphates which has been stripped for 200 ft., and which assays over 75 per cent., and also a big vein of amber silver mica.

——The municipal power plant report shows a surplus for 1909 of $24,000, a gain of $6,000 as compared with the previous year. Debentures to the extent of $100,000 may be issued for certain purposes.

Toronto.—The population, according to recent directory figures, is 402,567.

——Over one hundred recruits for the Royal North-west Mounted Police have been enlisted in Toronto by Inspector Fitzgerald, who has himself seen twenty-one years' service. A large number of the men are Englishmen.

London.—At the builders' convention held here the following officers were elected for 1910: President, Mr. E. T. Nesbitt, Quebec; vice-president, Mr. Morley, Winnipeg; provincial vice-presidents: Quebec, Mr. J. Marcand, Montreal; Ontario, Mr. A. Dinnes, Toronto; Manitoba, Mr. W. H. Carter, Winnipeg. Representative directors: Ottawa, Mr. Geo. Crain; London, Wm. Tytler; Montreal, Mr. Thomas Gilday; Quebec, Mr. Emile Cote; Winnipeg, Mr. Shipman; secretary, Mr. J. H. Letour.

Peterboro.—Municipal ownership of the water works system is paying well in Peterboro. The statement for 1909 shows a profit of $9,705.

Port Hope.—The request of the Canadian Northern Railway that the town buy the 1½ miles right of way into the business part of the town, at a cost of $75,000, and turn it over to the railway, has been rejected by the City Council.

Fort William.—At the annual meeting of the Board of Trade, officers for 1910 were elected as follows: President, Mr. James Murphy; vice president, Mr. Geo. A. Corlett; secretary, Mr. H. W. Baker; treasurer, Mr. Jos. P. Kenny.

Dunnville.—The by-laws to authorise a loan of $30,000 to the Canadian-American Gas and Gasoline Engine Company, and to provide $10,000 to purchase a site and buildings for the Wilhelm Telephone Manufacturing Company, have been carried.

Stratford.—It is expected that a new Grand Trunk Railway station of the most modern design will be erected in Stratford this year. The plans for additions to the local shops include a new foundry and a road department equipment shop.

Kenora.—The result of the arbitration proceedings between the town, the Hudson's Bay Company, and the Keewatin Power Company regarding the value of certain lands and a power site expropriated by the town, has been made known. The decision is that the total value of the property is $80,000, $45,000 of which goes to the Hudson's Bay Company, and $35,000 to the Keewatin Power Company. The case may be appealed by the town.

——At the annual meeting of the Kenora Board of Trade the following officers were elected for the year: President, Mr. George A. Toole; vice-president, Mr. J. T. Brett; secretary, Mr. W. McCulloch.

Dryden. Mr. Alfred Pitt has been elected first Mayor of the new town of Dryden.

QUEBEC PROVINCE.

Quebec. The next session of the Provincial Legislature will begin on March 15.

Mr. Napoleon Drouin has been elected Mayor of Quebec City, defeating Senator Choquette after a warm contest.

Montreal.—The inaugural meeting of the new City Council was one of the most brilliant functions in civic history. Distinguished guests crowded the Council Chamber and listened with attention to the valedictory of ex-Mayor Payette, and the inaugural address of Dr. Guerin, the Mayor-Elect.

The Montreal Art Association will exercise its option on the Holton estate property at the corner of Ontario Avenue and Sherbrooke Street, which will in the near future be the site of new and larger galleries, giving more room for the housing of the collection now in the Art Association building on Phillips Square.

The Bank of Nova Scotia has taken the big offices in the Canada Life Building, recently vacated by the Canadian Bank of Commerce.

Verdun.—An excellent record of progress is contained in the annual report of the Mayor of Verdun to the council of that municipality. A filtration plant was installed and put in good working order. Five miles of permanent side-walks were laid; improved lighting of streets was provided and considerable road work done.

Murray Bay. Mr. E. J. Duggan, Seigneur of Murray Bay, has been elected Mayor of the village.

——At the first meetings of the new municipal councils in the townships, mayors were elected as follows: Windsor Mills, Mr. Trudeau; Knowlton, Mr. Fred. England; North Hatley, Mr. L. A. Taylor; Cowansville, Mr. W. F. Vilas; Dunham Village, Dr. John Yeats; Sweetsburg, Mr. W. H. Lynch; Dunham Township, Mr. Wm. F. Lee; East Farnham Township, Mr. J. Murphy; Clarenceville, Mr. W. T. Macfie; Stanstead, Mr. S. Stevens; Rock Island, Mr. L. A. Lanctot; Stanstead Township, Mr. A. W. Brainerd; Granby Township, Mr. Gendron.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

Seven officers, seven petty officers, and one hundred men of the British Navy arrived on the *Tunisian* a short time ago, but did not come ashore at Halifax. They boarded a special train at Sand Point, where they were taken to the station and carried over the Intercolonial Railway to Montreal, there to be taken by the Canadian Pacific Railway to their respective destinations. The reason for taking them over the Intercolonial is that troops under arms are not allowed to travel over foreign territory, and this would be necessary should they have taken the Canadian Pacific, as they would pass through the state of Maine.

The new Naval College, which is to be built in connection with the Government's naval scheme at a cost of $150,000, will, it is understood, be located here, as will also a barracks for the staff, at a cost of $200,000, and possibly an Admiralty dockyard at an estimated cost of $100,000. Halifax will also be the naval headquarters, where will be stationed the Atlantic squadron of two new Bristols, the six destroyers, and the *Niobe*. These vessels will require a complement of 1,549 men and 87 officers, and the whole plan will involve a total annual expenditure at Halifax of approximately $2,402,000.

Fur-bearing animals are growing scarce in Nova Scotia, as shown by the returns, but the trappers who go in the woods are making as much money as heretofore, owing to the increased prices. A couple of days ago a man who brought a wild cat skin to the city received $7 for it beside the $2 bounty, while ten years ago he would have sold it for $1. One bear was shot, and yielded between $60 and $70. Ten years ago trappers would not take the trouble to kill weasels, as they were worth little or nothing; to-day they are caught generally, as the skins bring 50 or 60 cents each. Musk-rat skins, which brought 20 cents some years ago, now sell for about 60 cents.

The towns of the Province have just completed their municipal elections. The following are the Mayors elected:—Amherst, Mr. J. M. Curry; Annapolis, Mr. H. A. West; Antigonish, Mr. J. H. Stewart; Bridgetown, Mr. W. J. Hoyt; Bridgewater, Mr. Robert Dawson; Canso, Mr. E. C. Whitman; Dartmouth, Mr. Thomas Notting; Digby, Dr. J. T. Jones; Dominion, Mr. F. J. Mitchell; Glace Bay, Mr. John C. Douglas; Hantsport, Mr. F. Pentz; Inverness, Mr. D. H. McLeod; Kentville, Mr. H. H. Wickwire; Liverpool, Mr. D. C. Mulhall; Lockeport, Mr. H. R. L. Bill; Louisburg, Mr. William W. Lewis; Lunenburg, Mr. A. J. Wolf; North Sydney, Mr. F. L. Kelly; Oxford, Mr. J. S. Vanbuskirk; Parrsboro, Mr. H. Henderson; Pictou, Mr. J. D. McLeod; Port Hawkesbury, Mr. F. McInnis; Port Hood, Mr. D. F. McLean; Shelburne, Mr. R. A. Bruce; Springhill, Mr. E. A. Potter; Stellarton, Mr. Lewis Campbell; Stewiacke, Mr. Alfred Dickie; Sydney Mines, Mr. Angus Stewart; Truro, Mr. George W. Stewart; Westville, Mr. W. McLeod; Windsor, Mr. Fred Curry; Wolfville, Mr. T. L. Harvey; Yarmouth, Mr. Will M. Kelly.

Not since 1902 has there been so much activity in Dominion Coal Company's shipments as there has been this winter. Compared with last winter, the tonnage afloat at present is over twice as great: the coal carrying capacity of the fleet now in operation being 34,300 tons, as against 16,000 tons last winter. As almost the whole of the coal shipped goes to Halifax, St. John, Portland, or Boston, the steamers of the Coal Company's fleet are thus able practically to make weekly trips. Fully half the amount shipped for this winter has been from the Sydney piers.

The farmers of Lawrencetown have formed an agricultural society along the lines of several others in the Province.

PRINCE EDWARD ISLAND.

Charlottetown.—In a very close contest for the Mayoralty at the civic elections, Mr. Benjamin Rogers, jun., of the Rogers Hardware Company, defeated Mr. Charles Lyons. Mr. Rogers has been chairman of the Finance Committee for the past two years, and his election is a public endorsation of his successful administration of that department.

——The Provincial Legislature is now in session. One of the matters which will come before the House will be the report of the Educational Board. This will be far-reaching, and suggestions will probably be made in regard to necessary changes in the educational system. It is understood a repeal of the Automobile Act will be urged during the session. The standing of the parties now is: Conservatives, 13; Liberals, 16.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

An important meeting of the City Council was held recently, when the annual reports of the Chamberlain and Comptroller were received, and showed the city finances to be in a good condition. The Chamberlain's report showed that the city has lived within its income during the year, and that conditions generally are very satisfactory. The balance of city assets over liabilities is $2,007,370. There were $131,000 in bonds issued during the year, making the total city debt now $5,083,735. The amount to the credit of the sinking fund is $959,711. The year's work involved the handling of upwards of $1,016,000 on current account and $131,000 on capital account. Over $850,000 was received from the tax levy of 1909 and former years, water assessments, and harbour revenues—in all over $100,000 in excess of the preceding year.

The Board of Trade, at the suggestion of the president, Mr. T. H. Estabrooks, has decided to call the newspaper editors of New Brunswick together in St. John during the first week in March in order to discuss an increase in helpful publicity for the whole Province.

The Capital.

The opening of the third session of the fifth Legislature of New Brunswick took place the other day in Fredericton, with the usual ceremony and circumstance. The guard of honour for the occasion was furnished by the Royal Canadian Rifles, whilst the 71st Regiment's band was also in attendance, and the 12th Field Battery of Canadian Fiel Artillery of Newcastle provided a detachment to fire a salute of fifteen guns on the arrival of the Lieutenant-Governor to open the house.

The Speech from the Throne was not as long as usual, but contained some important matters. An idea of the Government's intentions with regard to the St. John Valley Railway project was given in the promise of the introduction of a Bill, which "it is hoped will result in the successful accomplishment of the project at no distant date." The development, by the Government's assistance, of the Cuban market for potatoes, was promised. The likelihood of a settlement of the fishery matters dispute with the Federal Government during the year was expressed. The introduction of a Bill for the appointment of a Public Utilities Commission was forecasted, as also a Bill to provide for pensions for teachers.

The Provincial Government's regular monthly meeting took place with all the members except the Hon. Robert Maxwell in attendance. A delegation from the Fredericton Tourist Association were heard, and asked to have a grant of $1,000 made for carrying on the work of the association this year. The idea of the Government taking over the work of the association and carrying it on under its supervision was also suggested and discussed briefly, but what action, if any, the Government will take in that regard was not stated. The Rev. Fr. A. F. Boucher and Mr. Henri Duquenne, of Dalhousie, were heard relative to a colonisation scheme which they wished to put into operation. They asked that 50,000 acres of land fit for colonisation be set aside for carrying out the scheme, which they outlined elaborately.

Compulsory physical drill and optional military drill in the schools of New Brunswick is being considered by a committee of the Board of Education.

Dr. Landry, Commissioner of Agriculture, who is attending the meeting of the Provincial Government, has given out the returns for the crop of 1909 in New Brunswick, showing a larger gross production of all crops, except wheat, than in previous years. The census of the live stock upon the farms in November and December, 1909, is as follows:—Horses, 55,713; head cattle, 1,048; sheep, 143,374; head swine, 70,101. These figures show a decrease, except in swine, from the Dominion census figures in 1909.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

The Legislature opened with the Hon. Robert Rogers acting as Premier, owing to the illness of the Hon. R. P. Roblin. The Speech from the Throne was short, but foreshadowed several important legislative measures, including Government ownership of elevators, public markets, and municipally owned abattoirs, which will receive heavy Government bonuses. The settlement of the university problem will also be considered, while mention is made of the fact that the Provincial Telephone System has shown a most satisfactory year of operation and a largely increased net revenue. The Provincial Treasurer's Budget speech showed that conditions during the past year were the most satisfactory in the history of Manitoba. He reported that the financial operations of the Provincial Administration concluded with a surplus of $640,000.

The Order in Council proclaiming the Act constituting an additional judge of the Court of King's Bench of Manitoba has been passed by the Provincial Cabinet.

The revenue of the Post Office for January shows an increase of over $15,000 over that for January, 1909. The fiscal year ends March 31, and it is believed that for the year of 1909-10 there will be fully $100,000 in advance of the previous year.

The Clearing House returns for the week ending February 10, 1910, are $13,412,119, as compared with the corresponding week in 1909, when the returns were $10,305,360.

In the course of popular lectures delivered at Manitoba University Professor Brydone-Jack spoke before a large audience on the uses and value of a pure water supply and the sources from which it can be obtained. Incidentally referring to Winnipeg water, he said if it were appreciably softened it would mean an enormous financial saving to the community. The lecturer also spoke of the probable existence of large underground lakes, which, as a rule, were not available for water supply.

A western military institute has been organised by the officers of the local garrison.

The Burgess Farm at High Bluff has been sold for $12,000. It is one of the old parish farms.

At a recent meeting of the Portage la Prairie City Council it was decided to make a grant of $2,500 for publicity purposes, which will be expended by the Board of Trade. The Council has arranged with the Merchants' Bank for a rate of 5 per cent. on $60,000 for the city finances. Four per cent. interest is to be allowed on the sinking fund deposit. The Council has also decided to take up the matter of protection of railway crossings with the Railway Commission.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

At the annual meeting of the Board of Trade reports of the year's work were submitted by the retiring president and the Council of the Board. The annual report submitted by the Council to the Board dealt exhaustively with the work done during the year, in addition to a review of the general growth and the development of the city. The following executive was elected for the ensuing year: President, Mr. P. McAra, jun., re-elected; first vice-president, Mr. T. W. Patton; second vice-president, Mr. J. H. Haslam; secretary-treasurer, Mr. H. C. Lawson.

Mr. Angus Smith of this city has been chosen to fill the position of city engineer at Moose Jaw. There were 61 applications for the position, which carries with it a salary of $200 per month, from all parts of Canada and the United States.

News of the Province.

The consolidated Boards of Trade of Central Saskatchewan at a convention held in Saskatoon have taken steps to influence the Grand Trunk Pacific Railway and the Railway Commissioners to take over the Grand Trunk Pacific road at once from the contractors and put on a daily service between Edmonton and Winnipeg. A question of freight tariff on railroads to points other than those receiving a preferential rate, whereby they will receive a rate without discrimination, was raised, but left over until the next meeting for consideration. The Board also decided to ask the Government not to extend the charter of the Canadian Northern Railway for the completion of the road from Prince Albert to North Battleford. This was done so as to guarantee the completion of this road within the next year.

As a result of representations recently made to the Provincial Government by the Greater Regina Club, assurances have been received that, so far as possible, steps will be taken to ensure that all supplies required in connection with lines constructed under provincial guarantee shall be purchased within the Province.

Arrangements are being completed for the purchase of a warehouse site from the city to enable the Avery Engine and Thresher Company, of Peoria, Illinois, to open a general agency in the city.

Mr. D. D. McLeod proposes this summer erecting a modern hotel to replace the old Windsor, twice destroyed by fire, on Broad Street. The new structure will rank among the better class of Regina hotels.

At the annual meeting of the Lloydminster Board of Trade the secretary presented the report, which showed that the organisation from a financial standpoint was on a basis none too strong. The Chairman pointed out that there was a great deal to be done by the Board of Trade during the coming year, but money was required to carry the work along. The following officers were elected for the coming year:—Hon. president, Mr. H. C. Lisle, B.L., M.L.A.; president, Mr. H. B. Haines; vice-president, Mr. W. L. Cameron; secretary, Mr. H. C. Lyster.

A banquet has been held in the Tourist Hotel at Watrous, in honour of the incorporation of the town.

Mr. Wm. Simpson has been elected President of the newly formed Yorkton Industrial Exhibition Association, and Mr. Thos. A. Waterfield secretary and manager. Over $2,000 in stock has already been subscribed.

Mr. Robert McBeth has returned to Prince Albert from a prospecting trip in Northern Saskatchewan, bringing back with him some excellent samples of graphite. Mr. G. R. Russell has shipped over $5,000 worth of raw furs to St. Paul from the same place. The shipment comprised mink, beaver, rats, lynx, marten, and fox. This makes over $10,000 worth Mr. Russell has shipped within a month.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

A soda-water manufacturer of Scotland, attracted by the spring water of Arcola, is arranging to construct and operate a plant there.

At Weyburn the Imperial Oil Company is erecting a 500-barrel tank, and will later add a second tank of the same size. The present capacity of the tank and warehouse is 800 barrels.

Mr. Hugh McKellar, Board of Trade Commissioner at Moose Jaw, has resigned to become secretary and manager to the Agricultural Fair Board.

The citizens of Melville held a banquet in the Windsor Hotel recently in honour of the Hon. A. Turgeon, Attorney-General, and the Hon. A. P. MacNab, Municipal Commissioner. There were present 100 guests.

At an enthusiastic meeting in Davidson by a large number of business men and farmers, the question of a Greater Davidson was discussed, and a Five Thousand Club organised.

The city of Saskatoon is calling for tenders for copper and electrical supplies, also tenders for packing for pumping plant.

ALBERTA PROVINCE.

(*From Our Own Correspondents.*)

Edmonton.

The Provincial Legislature has been formally opened. The Speech from the Throne made extended reference to the prosperity of the Province. The special attention of members was called to the great expansion of the public schools system and the interest which is being shown in educational matters generally. Aid to technical education was also foreshadowed in remarks upon that question as being one of outstanding importance. Other legislation to which reference was made includes the University Act; prevention of corruption at municipal elections; regulation of traffic on highways which has hitherto been a matter of custom; securing of a fair share in their deceased husbands' estate to married women; systematisation of the law in regard to the reception of evidence in the courts of law; protection of public officers in discharge of their duties along the lines of common law of Britain and the relief of creditors in regard to estates of absconding debtors.

The prosperity of Edmonton continues, and the confidence of her citizens in the future is reflected in the following returns compared with the same month a year ago:—

	Jan., 1909.	Jan., 1910.
Customs	$15,425.00	$19,744.00
Building Permits	20,240.00	44,085.00
Bank Clearings	3,580,021.00	5,243,160.00
Post Office Returns	5,300.00	6,450.00
Street Railway Revenue ...	3,256.13	9,532.30

Present indications point to an approaching season of activity in building, railway development, and farming operations hitherto unequalled in the city or district.

Another important movement which is now on foot in the Province is that for arranging a campaign to raise funds for a memorial to the soldiers from Alberta who fell in the South African War.

In pursuance of its aggressive policy, the Province will maintain publicity offices at several points in the Eastern States and exhibits at some of the State fairs during the next five months at an estimated cost of $425,000.

The Provincial Board of Health has issued an imperative order that all municipalities in the Province shall have a proper and satisfactory sewerage system installed before December 31 next. This will necessitate the expenditure of nearly $2,000,000.

Calgary.

Mr. George Murdock, the first Mayor of Calgary, 1884-1885, died recently of paralysis.

Messrs. L. S. G Van Wart, President, and E. L. Richardson, Manager, of the Calgary Exhibition Company, have returned from interviewing the Provincial Government, who have given their consent to the holding of a Provincial Exhibition in Calgary this year.

Building and real estate are very active at that point, and the C. Reuneck Company, at present located in Portland, Ore., has decided to erect a $100,000 plant in East Calgary for the purpose of manufacturing stoves and kitchen ranges for distribution throughout the Canadian West, while the new city hospital is completed at a cost of $150,000. The building is five storeys high, and has accommodation for 200 patients.

Senator Lougheed has purchased the building and site of the L. T. Newburn Company, wholesale grocers, for $90,000, and the congregation of Knox Church, Calgary, has decided to sell the church and property for $150,000.

News of the Province

The Lethbridge Land Office broke all records during January, due to the rush for Bow Island lands. There were 2,630 quarter sections entered for including 1,496 homesteads, 1,119 pre-emptions, and fifteen purchased homesteads. The largest previous record was September, 1908, when pre-emptions were first opened. The total then was 2,050.

The first train into Camrose, Alberta, over the Grand Trunk Pacific Railway, arrived there a short time ago, bringing a party consisting of the Hon. A. C Rutherford and members of the Alberta Cabinet

The ratepayers of Strathcona have voted in favour of giving $50,000 as their share of the C.P.R. high-leel bridge connecting the city with Edmonton.

A Board of Trade has been organised at Bassano, and the following officers elected for the ensuing year:—Mr. Buckingham (of the Bassano Trading Co.), President; Mr. George Purves, Vice-president; Mr. Marshall (of the firm of Chas. Harris, real estate and insurance), Secretary; and Mr. I. Shoop, Treasurer.

BRITISH COLUMBIA.

Victoria.—The announcement has been made in the legislature by the Premier that after this session the Government will refuse the renewal of any railway charters except for special cause. The Legislature has passed a Bill providing for the appointment of a commission of education experts from outside the Province to select a site for the Provincial University. A commission has also been appointed to inquire generally into the business of fire insurance companies of British Columbia.

As a result of the series of important conventions held here, which were all related more or less directly to the agricultural industry, the Government will be asked to give early consideration to the declared advisability of obtaining legislation for the creation of a new Cabinet portfolio—a Minister to be exclusively in charge of the Department of Agriculture.

——Reports current here state that a British shipbuilding company, whose representatives recently investigated Deep Cove, Saanich Inlet, has decided to establish shipbuilding yards and an iron and steel plant there, to take part in the construction of Canadian warships for the Pacific Ocean.

——The Chief Game Warden of British Columbia, Mr. Bryan Williams, reports that about $100,000 is expended annually in the Province by outside sportsmen.

Vancouver.—The City Council will shortly take up the question of government by a Board of Control.

The Vancouver Rifle Association held its annual meeting recently, when officers were re-elected for the coming season as follows: Hon. president, Mr. Wm. Murray; president, Capt. Tatlow; first vice-president, Mr. C. Tisdall; second vice-president, Mr. N. McLeod; captain, Mr. J. D. Quine; first lieutenant, Mr. W. Miller; second lieutenant, Capt. W. Rae; treasurer, Mr. W. Ralph; secretary, Mr. E. E. Blackmore.

New Westminster.—Mr. John A Lee, the Mayor, has returned from Victoria with a deed to the Indian reserve in the west end of the town. The city has been trying to get possession of this property, about twenty acres in extent, and valued at about $30,000, for some years.

——The customs collections for the month of January amount to $14.893.78, an increase of $58,881 over the corresponding month last year.

——The Anglican synod of the diocese of Westminster has brought its session to a close. A resolution was passed that in future the stipend of a rector should not be less than $900, including a rectory. Where no house was provided, the stipend must be at least $1,000.

Business men resident or holding interests in the municipalties of Richmond and Point Grey contemplate the formation of a joint Board of Trade.

Fernie.—The Fernie and Michels mines produced 95,000 tons of coal during January. The tonnage last year was 900,000. At the present rate of increase, the mines will produce 1,200,000 tons this year. The Hillcrest mines have begun the delivery of 25,000 tons to the Great Northern at Michel, over the Crow's Nest line.

Nelson.—The temperance aldermen of the new City Council recently attempted to force through a by-law to abolish all saloons. The measure was, however, laid aside for six months by the casting vote of the Mayor.

Prince Rupert.—Two lots on Water Street, recently sold for $2,000 apiece; while offers of $4,500 were also made for a pair of lots on the same street, which were refused and $3,000 apiece asked. Second Avenue, near Eleventh Street, has also taken a rise, and $4,500 for an inside pair was also refused.

——The post office building will be started early this summer. The first appropriation in this year's estimates is $50,000. The total cost, when the building is complete, will be several times that amount.

The Prince Rupert Publicity Club has elected Mr. H. H. Clarke president, Mr. W. M. Law first vice-president, Mr. T. D. Pattullo second vice-president, Mr. J. J. von Dohlen secretary, and Mr. C. V. Bennett treasurer. The Grand Trunk Pacific Railway has offered to give the club a room in its new passenger building, and there is a prospect of the company also making a donation towards the expenses of conducting an advertising campaign.

Vernon.—Buildings of a value of $171,271 were last year erected in the city of Vernon, during which time the population increased 300.

The returns of the Vernon assessment district have advanced from $3,599,990 to $5,506,226 in the last three years, and this despite the fact that Coldstream, Penticton, Peachland, and Summerland have become incorporated municipalities during the period under review.

THE CANADIAN ASBESTOS INDUSTRY.

The Value of this Unique Mineral, and Details of an Important Merger.

THE economic importance of the asbestos industry of Thetford and Black Lake, in the Province of Quebec, might not have become matter of larger public interest were is not for the current issue of Amalgamated Asbestos Corporation bonds. Apart from the technical world, the uses of asbestos neither have been adequately comprehended nor appreciated. That there was such a non-metallic material, fire-proof and acid-proof- two indestructible attributes and that it was entering extensively into modern mechanics and construction, was hazily understood. But the relative significance of the Quebec asbestos quarries, and what asbestos represents to the mechanical arts, was largely unconsidered by the average man. On this account alone, if for no other, the organisation of the Amalgamated Asbestos Corporation has proved to be an instructive departure. Moreover, the international character and capitalisation of the Corporation should guarantee efficiency, standardisation, and concert between producers and consumers. Having superior advantages in point of quality and quantity, the directorate of the amalgamation, composed of leading financiers, have inaugurated a movement looking towards broader markets and uniform prices for the various grades of asbestos produced. The data recently published will consequently now serve the purposes for which they were designed. Asbestos hereafter is to be regarded as an industrial essential, and Quebec as the source of the bulk of the world's supply.

AN ASBESTOS MINE AT BLACK LAKE.

Such is the general view expressed by Mr. R. H. Martin, general manager of the Amalgamated Asbestos Corporation, who is at present staying at the Carlton Hotel. He is one of the pioneers who participated in the exploitation of the asbestos areas and who remained to profit therefrom. Admittedly the foremost authority on the classification and distribution of asbestos, Mr. Martin is also an optimist in that he says the industry is merely in its infancy.

QUEBEC'S RICH DEPOSITS.

"We have all the evidences of expansion," said he, in the course of an interview with a representative of *Canada*. "We are providing 85 per cent of the total quantity of asbestos produced in the world, and we have every reasonable basis for the assumption that the quarries of the Amalgamated Corporation will continue to supply the greater portion—almost three-quarters of the tonnage of all qualities. The Quebec deposits are unique because of their extent and variety of fibreisation and of their geographical advantages. Elsewhere there is asbestos, but we do not care to make invidious comparisons. It is not the purpose of those identified with the Amalgamated Asbestos Corporation to discourage others. We seek to obviate uncertainty in supplies rather than to inflate prices, and we are not unwilling to have others participate in the benefits obtainable from the educational propaganda in progress. Already manufacturers appreciate the wholesome influence being exercised. Formerly there was an absence of stability. Individuals were at a disadvantage, or availed of an advantage in markets, as the case might be. Now the materials are classified and prices disassociated from haphazard conditions. All are treated alike. There is tone and activity throughout. Whereas there were contracts a year ago on the books of the individual companies included in the Amalgamated Corporation totalling £560,000, there are contracts to-day for £860,000 worth. Within this past month agreements have been entered into for asbestos to the value of £200,000. Manufacturers want the finest grades. We are contracting for years ahead, and the demand for mill stock is keeping pace with the markets for the better qualities. On all sides there is recognition of the manifold features of asbestos. This is an electrical and an asbestos era. I might illustrate the asbestos situation by emphasising the fact that last year there was more of this incombustible and indestructible material used than ever before. Production does not reflect this. New uses are constantly arising. Canada's output in 1909 was about what it was in 1908. The American panic of 1907 left the industrial position unsettled. Notwithstanding this, prices were fairly well maintained. Surplus stocks were used up and consumption was greater. The integrity of the Quebec asbestos industry was maintained in 1909, but I am informed the Russian output was smaller than in previous years. By way of contrast, we have 37 per cent. more in contracts on the books of the Amalgamated Asbestos Corporation than we had a twelvemonth ago."

"Is there a likelihood of other asbestos deposits being located? asked our representative.

WHY CANADIAN ASBESTOS IS THE BEST.

"Anything is possible. We have yet to find another Black Lake-Thetford occurrence, although we have been diligent in seeking it. In the Quebec quarries we have consistency and certainties. Other countries have asbestos, but Quebec is able to contract over the centuries. Our earning capacity is established. Asbestos quarries such as Quebec possesses have precedence by right of natural endowment. Now and again we hear of discoveries of asbestos. Rarely, if ever, have varied quality and quantity been found outside of Quebec. Discoloration of the chrysotile as noted in other countries is a handicap. Off-hand opinion is that asbestos of any sort is as good as what we have. To the contrary, we have learned that lesson. Off-coloured asbestos is economically comparable with off-coloured diamonds. Oxidation and iron lessen the utilities of asbestos. Quarries differ in their mineral contents. It takes time to organise and classify. Those who would cater to the growing demand must be patient and progressive. Whatever will assist in the growing utilisation of asbestos and the accommodation of the trade will meet with our co-operation. We are preparing to meet the greatest demand, and we confidently expect that demand."

It is worthy of notice that the working of the asbestos deposits is the most important mining industry in the Province of Quebec. The mines are of especial interest in the mining and industrial world, for, as far as is at present known, they represent the only deposits in which asbestos, of a quality adapted for spinning and for the finer manufacturing purposes, can be profitably mined.

Mining operations on a very small scale began in 1878, but in the succeeding ten years the industry developed rapidly. No mechanical means were employed at this time to separate the smaller asbestos fibres from the adhering rock, and it was found that only the mines which had a large proportion of crude asbestos could continue profitable operation. Repeated experiments, however, on the part of those engaged in the industry evolved a method of mechanical treatment which in the course of years has been improved, until at the present time every mine in the district is equipped with a complete milling and fibreising plant. By this method of treatment all the smaller fibre, which in earlier years was left in the rock and thrown on the dump, is now saved. Since then new uses for this short material have arisen, and the total value of the mill fibre is at present in excess of the total value of crude asbestos produced.

THE ASBESTOS BELT.

The "Serpentine Belt," on which the properties of the Amalgamated Asbestos Corporation are located, runs some 22 miles through the Townships of Thetford, Robertson, and Broughton. The width of this Serpentine Belt is in some localities only a hundred feet, and in others from one to four miles, the largest width known at the present time being that between the towns of Thetford and Black Lake. It must not be inferred from this that the greatest width contains the greatest number of asbestos quarries. On the contrary, Nature has played many pranks in the distribution of asbestos even in this belt; and, notwithstanding the fact that from time to time diligent search has been made for new deposits in the district, it has been found that a great part of the Serpentine is of the non-productive variety.

The method of quarrying is very simple. The rock is blasted down in galleries, and whatever "crude" asbestos may be found in the blasted rock is separated roughly right in the quarry and sent to the "cobbing" shed. The residue, which consists of waste rock and mill rock, is hoisted by cable derricks, placed in three or four-ton dumping cars and carried either to the dump or to the mill.

The rock then undergoes a process of diminution, and the fibre liberated in the first stages from all the rock matter is placed in fibre receptacles by means of exhaust fans. The residue still containing fibre is submitted in some mills to the action of rollers, and in others to "cyclone." While it must be admitted that this process so far has given some satisfaction, the fact must not be lost sight of that the fibre, through the violent action in the fibreisers, especially in the cyclones, is to some extent torn up into threads of smaller length, affecting the tenor of the resulting product by reducing its value. Further improvements, however, are being made, and already machinery has been placed on the market and tested which is doing away to a certain extent with the destroying forces upon the delicate fibre, and permits of a very much higher grade of asbestos being secured.

Up to 1904 sixteen mills, with a total capacity of 3,600 tons of asbestos rock per day, were installed, but since that time the demand for the mineral has been so great that all the older companies have had to increase, and even double, the capacity of their mills. There are at the present time some nineteen quarries being operated in the Black Lake and Thetford districts, the greater number of them by the concerns now included in the Amalgamated Asbestos Corporation, and in the summer season employment is given to over 3,000 people, and in order to meet the demand, especially for the medium class of mill fibre, the Amalgamated Company, although in operation less than a year, has already found it necessary to add to the capacity of its various mills, and already the output at some of its properties is sold four and five years ahead.

Trade and Business.

THE COMING EXHIBITION AT BRUSSELS.

At the forthcoming International Exhibition at Brussels, Canada has determined to make an impressive display, and the result cannot fail to advertise her great resources on the Continent in a very effective manner. The three great railway systems of Canada have decided to take part, and will have their own special pavilions. The Grand Trunk Pacific is erecting a handsome building of classic architectural design, and it will contain a gallery where moving pictures of Canadian life, and particularly of railway building along the company's line, will be shown.

NEWFOUNDLAND FISH EXPORTS.

The fish shipments from St. John's for January are far in advance of the shipments for the same month last year. The total exports to all points amounted to 116,650 quintals, as against 81,448 quintals for the same period in 1909, or a difference of 35,202 quintals. The exports to Brazil exceed last January's by some 18,000 quintals; to Portugal, Spain, and Italy, 30,000 quintals; Canada, 3,000 quintals; West Indies, 2,000 quintals; and a small increase to England. To other parts the shipments show a decrease of some 18,000 quintals, compared with the same period last year. The value of the exports is fixed at approximately $800,000.

TRADE NOTES.

In connection with the coming development of the iron and steel industries on the Pacific coast, it is stated that the Provincial Government of British Columbia contemplates assisting the installation of smelters. The Premier, the Hon. R. T. McBride, is credited with the suggestion that as a means of aid he would increase the royalty very materially, with a provision for remitting practically all of it in cases where the smelting was done in the Province. In this way the foreign user of iron ores would be called upon to pay a much higher royalty to the Government, which would be of decided advantage to the home smelter.

In reply to Mr. Bottomley, the Master of Elibank, in the Imperial House of Commons, stated that the question of revising the duty on trade catalogues had been considered by the Canadian Government on the occasion of the last revision of the tariff in 1907, and it was decided to make no alteration.

AN OPENING FOR BRITISH MANUFACTURERS

In a leading article entitled "Canada Next," the *Boot and Shoe Trades Journal* says: Our critics may consider us a little premature in suggesting to our readers that after America the Canadian market is the next which our shoe manufacturers may set out to capture with every hope of success. In saying this we are not speaking without authority or knowledge of the prospects. As is well known, our American rivals send enormous quantities of foot-wear into Canada (the value of the import last year reached one million and a half dollars), simply because of the close proximity of that market, the similarity of fashion, and because, so far, they met with no opposition from English houses. Our entry into the American market is, however, calculated to alter all this. The fact that we can sell shoes to America has already proved a wonderful argument in our favour, and quite as much is heard of our success in the Lady Land of the Snows as is heard in that land over which the star-spangled banner waves. Already Canadian houses are plying us with questions concerning the adaptability of our shoes to Canadian requirements. An attempt was made some years ago to put English shoes into Canadian stores, and its failure, due to an imperfect study of the market, still forms some stumbling block to our progress. Then, whilst our goods were of splendid value, our workmanship, as it always is, the best in the world and our materials of a sound, honest character, our styles were bad and unpleasing to Canadian eyes. This last difficulty has been removed, and our styles to-day surpass those of any other nation, America not excepted.

It may be asked how it is that we can sell shoes in Canada, since the workers there are mainly Englishmen. The answer is still the same as it was in the case of the American trade. Our sole leather is better, and our wages are lower; moreover, we have more skilled shoe-makers to spare than Canada has in employment, whilst our productive capacity is many times more than our actual needs demand. We are perfectly well aware that the Canadian duty is not particularly favourable to our trade or to our proposals. It still remains at the unprecedented rate of 25 per cent. ad valorem, but it is the same towards America, with this exception, that a preference of 33⅓ per cent. is granted to British firms, bringing the actual duty down to 16⅔ per cent., or to a point which is only 6⅓ above the duty levied by America. We are thus in a favoured position, the value of which is equal to our cash discount, namely 6¼ per cent., and it seems, upon the surface of things, to be a reasonable proposition that if America, which now buys English boots because they are better and cheaper, can and does send largely to Canada, England ought certainly to do so.

TRADE PERSONALIA.

Mr. Fred C. Salter, the European traffic manager of the Grand Trunk Railway System, has arrived in Italy on his way back to London from Canada. Before leaving Montreal, after a journey over the lines of the Grand Trunk Pacific in Western Canada, and a visit to Prince Rupert, Mr. Salter expressed his pleasure at the spirit of progress shown by the settlers all along the lines of the company, and says he expects a big British immigration during the coming spring into the new districts that have been opened up. With a view to this end he met the Western officials in Winnipeg, when a plan for an aggressive advertising campaign in Great Britain was drawn up.

Mr. I. E. Suckling has been appointed general agent of the passenger department of the Canadian Pacific Atlantic steamship service in Ontario, with headquarters at Toronto.

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

J. A. Shehyn (all goods) (McCall, Shehyn and Co., Quebec)—17, Aldersgate Street, E.C.

J. M. Murphy (all goods) (J. and M. Murphy, Halifax, N.S.)—35, Milk Street.

[illegible] St. Pierre (all goods) (Thibaudeau Bros. and Co., Quebec)—London Office: 22, Basinghall Street, E.C.

Arthur T. Little (all goods) (Robinson, Little and Co., London, Ont.)—17, Aldersgate Street, E.C.

[illegible] (Robinson, Little and Co., Winnipeg)—[illegible] gate Street [illegible]

[illegible] cloths, etc.) (Geo. H. [illegible], Toronto)—Care of American [illegible] Street, E.C.

[illegible] Mitchell and Duncan, Toronto) Hotel Cecil, or care of American Express Co., 84, Queen Street, E.C.

R. C. Struthers (all goods) (R. C. Struthers and Co., London, Ont.)—Holborn Viaduct Hotel.

Jas. A. Minnes (all goods) (Macnee and Minnes, Kingston, Ont.)—Holborn Viaduct Hotel.

E. St. Pierre (dress goods and woollens) (Thibaudeau Bros. and Co., Quebec).—Victoria Hotel.

MANCHESTER.

H. S. S. Molson (cotton, staples, and linens) (The Gault Bros. Co., Ltd., Montreal)—Office: 75, Whitworth Street.

A. W. Johnston (all goods) (Johnston Bros., Ltd., Vancouver)—35, Cooper Street.

W. [illegible] H. Boyd (cotton, staples, and linens) (John M[illegible]ald and Co., Ltd., Toronto) — 84, George [illegible]

M. P. Beaudry (all goods) (Gauvreau, Beaudry and Co., Quebec)—Midland Hotel.

A. Gow (Baird [illegible] Macdonald and Gow, Windsor, Ont.)—Care of 53, Mosley Street.

The Clyde Shipbuilding and Engineering Co., Ltd., launched, on February 24, a steamer of about 2,300 tons gross, which has been built to the order of the Steamers' Agency, Montreal, for the Canadian Lake Service. The name has not yet been decided upon by the owners. Machinery will be supplied by the builders.

Canadian Government TRADE COMMISSIONER SERVICE IN THE UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—

J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.

D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—

J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—

E. KIRKPATRICK, Plaza Hotel, Havana.

France—

A. POINDRON, 101, Rue Réaumur, Paris.

Holland—

W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—

G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—

A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—

J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—

C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—

JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

H. R. POUSSETTE, Durban, Natal.

West Indies—

E. H. S. FLOOD, Bridgetown, Barbadoes.

E. A. H. HAGGART, Kingston, Jamaica.

R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.

S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.

EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion

Railways, Shipping, and Commerce.

ADDITIONAL RAILWAYS IN NEWFOUNDLAND.

Speaking in New York recently, Mr. W. D. Reid, son of the late Sir R. G. Reid, of Newfoundland, said "Plans are under way for a great development of the interior. The Newfoundland Government has contracted for the construction of five branch lines of railroad, which will bring many parts of the colony, which are now isolated or reached only by steamer, into direct communication with St. John's."

Mr. Reid continued: "The Government is bringing out experts from England this year to test the coal deposits, and I know, from having been all over the country, that it is full of minerals of almost every kind. The development of Newfoundland has hardly been begun. The only mineral resources that have been at all developed are iron and copper."

A despatch from St. John's, N.F., announces that the branch railways to be constructed are:

1. One from Shoal Harbour, via Trinity to Bonavista.
2. One from Broad Cove, via Heart's Content, to Grates Cove.
3. One from St. John's, via Southern Shore, to Trepassey.
4. One from Come-by-Chance to head of Fortune Bay.
5. One from Howley to Bonne Bay.

The total length is about 250 miles, and the estimated cost $15.000 a mile, in cash, or about $4.000.000 altogether. Not less than fifty miles of road is to be completed annually. The rate of wages to workmen is to be not less than $1.50 per day. All the rolling stock is to be constructed in the Colony. The branches are to be operated for forty years—that is, the term of operation to expire with that of the trunk line across the country, in 1951. Payment for operation to be 4,000 acres of land per mile, as against 5.000 under the 1893 contract. Mail and passenger trains to run each way daily over each branch, instead of alternate days, as under the 1893 contract. Mail subsidy to be $69.50 per mile per annum, or one-third less than the mail subsidy under the 1893 contract, while the money thus paid will be got back again by the duty of fifty cents per ton which the Reid Company will pay on all the coal used in the operation.

The annual report of the Minister of Public Works of Ontario, which has been presented to the Legislature, shows that during the year there were 260 miles of new railway opened for traffic, of which 188 miles were for the National Transcontinental Railway. The Algoma Central has 100 miles under construction, all of which has been started since the reorganisation of the Lake Superior Corporation. During the year 146 miles of colonisation roads were opened in Northern Ontario.

A despatch from Winnipeg states that the remaining fifty miles of the Grand Trunk Pacific line from Balcarres to Regina has been let. The line is already finished from Melville to Balcarres. The balance of the Tofield-Calgary line, 135 miles, has also been let. Fifty miles of this line was let last year, and the balance now contracted for will complete the line to Calgary, forming a through connection between Edmonton and Calgary. The work is to be completed by October 31, 1910.

The Tofield-Calgary branch will give the Grand Trunk Pacific a short cut between Calgary and Edmonton, and is likely to prove one of the busiest sections of their system. Both lines will serve grain-growing country. country.

It is officially announced that the construction work on the Canadian Pacific Railway in the coming season will total 621 miles in the Province of British Columbia. Alberta. Saskatchewan, and Manitoba. In the latter province the new mileage will be made up by double tracking existing lines, but in the other provinces by the construction of the colonisation lines opening up new territory.

ANNUAL REPORT.

SWAN, HUNTER AND WIGHAM RICHARDSON, LTD.

DIRECTORS.

G. B. Hunter, D.Sc., J.P., Newcastle-on Tyne (chairman).
T. H. Bainbridge, J.P., Newcastle-on-Tyne.
J. Denham Christie, Tynemouth.
Wm. Denton, Newcastle-on-Tyne.
Viscount Howick, Lesbury.
G. Ernest Hunter, Newcastle-on-Tyne.
G. B. Richardson, Newcastle-on-Tyne.
P. Wigham Richardson, London.
C. S. Swan, Riding Mill, Northumberland.
G. Fred. Tweedy, Newcastle-on-Tyne.
John Tweedy, J.P., Morpeth (vice-chairman).
Joint Secretaries.—R. H. Winstanley and F. J. Culley.

The Directors herewith submit the balance-sheet of the Company as on December 31, 1909, duly certified by the Company's Auditors.

After providing for depreciation on buildings, plant, and machinery, etc., there remains a net profit on the year's trading of	£49,455	5	6
to which has to be added the balance brought forward from the previous year	11.740	11	1
Making a total of	£61,195	16	7
Out of this sum it is necessary to provide:—			
(1) Interest on 4¼ per cent. First Mortgage Debenture Stock for the year ending December 31. 1909	£10,735	10	0
(2) Instalment for Sinking Fund Account	1,000	0	0
	£11,735	10	0
Leaving a balance to be dealt with by the Shareholders in General Meeting of	£49,460	6	7
Which your Directors recommend should be appropriated as under:—			
(1) Interim Dividend at 2½ per cent. on £538.845 Cumulative Preference Shares paid August 31, 1909	£13,471	2	6
(2) Further Dividend of 2½ per cent. on £538.845 Cumulative Preference Shares, making 5 per cent. for the year	13.471	2	6
(3) Dividend at 2½ per cent. per annum on £634,732 Ordinary Shares for the year ending December 31, 1909	15.868	6	0
	£42,810	11	0
Leaving a balance to be carried forward of	£6.649	15	7

The Company's works have been maintained in a very efficient state, £26.219 15s. 1d. having been expended during the year out of revenue for that purpose; £29.658 15s. 3d. has also been provided out of revenue for depreciation, amortisation, etc., on buildings, plant, machinery, and other assets, including investments in shipping and other companies, except where provision has been made in the accounts of those companies.

The Company launched during the year 77.637 gross tons, consisting of 23 vessels, including a Railway Ferry Steamship for the Swedish Government, and a floating dock for Penarth, South Wales. One of the ships is the fast twin-screw passenger steamer *Prince Rupert*, for the Grand Trunk Pacific Railway Company, for service on the coast of British Columbia. Another is the twin-screw steamer *Simcoe*, for the Department of Marine and Fisheries of the Canadian Government, for lighthouse and buoy service. Four were steamers for carrying petroleum in bulk, one was a cable-repairing steamer, and the remainder were passenger and cargo vessels for Home, Colonial, and Foreign Owners.

The work now in hand includes the finishing of the s.s. *Prince Rupert* and the construction of a sister ship for the Grand Trunk Pacific Railway Company; a torpedo-boat destroyer, a floating dock capable of docking the largest battleships, and a graving dock caisson, for the British Admiralty; a large steamer for the Australian meat trade; a large intermediate passenger steamer for the Cunard Steamship Company, Ltd.; two fast passenger steamers for foreign owners; a floating dock for the West Coast of Africa; a steamer for the Hydrographic service of the Canadian Government; and other work.

The year 1909 has been, perhaps, the most depressed and difficult year for Shipbuilders since 1886, and it is satisfactory to note that under such adverse circumstances the Company has been able to make a profit sufficient to pay all preferential charges and a dividend of 2½ per cent. on its Ordinary Shares.

In accordance with the Articles of Association, Mr. P. Wigham Richardson, Mr. C. S. Swan, and Mr. John Tweedy, Directors, retire, but are eligible, and offer themselves, for re-election.

The Auditors, Messrs. Monkhouse, Goddard, and Co., and Messrs. Price, Waterhouse, and Co., retire. Both these firms are eligible, and offer themselves for re-election.

G. B. Hunter (Chairman).
John Tweedy (Vice-Chairman).
R. H. Winstanley and
F. J. Culley (Joint Secretaries).
Wallsend Shipyard, Wallsend-on-Tyne,
February 18, 1910.

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STEAMSHIP SAILINGS.

Allan Line.—From Liverpool to Halifax and St. John:—
March 10.—S.S. *Tunisian.*
March 18.—R.M.S. *Victorian.*
March 24.—S.S. *Corsican.*
April 1.—R.M.S. *Virginian.*
April 7.—R.M.S. *Tunisian.*
From London to Halifax and St. John:—
March 16.—S.S. *Sardinian.*
March 30.—S.S. *Pomeranian.*
From Glasgow to Halifax:—
March 12.—S.S. *Ionian.*
March 19.—S.S. *Grampian.*
March 26.—S.S. *Pretorian.*
C.P.R. Line.—From Liverpool to Halifax and St. John:—
March 11.—R.M.S. *Empress of Ireland.*
March 16.—S.S. *Lake Champlain.*
March 25.—R.M.S. *Empress of Britain.*
White Star Dominion Line.—From Liverpool to Halifax and Portland:—
March 24.—S.S. *Dominion.*

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OUTGOING AND INCOMING CANADIAN MAILS.

In addition to the direct Canadian mail from Liverpool viâ Halifax, despatched from London early on Friday mornings, mails for Canada will be despatched during the ensuing week as follows: Saturday, March 5, noon, per Cunard R.M.S. *Campania*, viâ Queenstown; Tuesday, March 8, specially addressed per *Kronprinzessin Cecile* viâ Southampton, and posted anywhere in the London area before midnight; Wednesday afternoon, March 9, per s.s. *Oceanic*, viâ Queenstown; and Saturday forenoon, March 12, per Cunard R.M.S. *Mauretania*, viâ Queenstown.

The mails due from Canada during the week are: To day, Saturday, per R.M.S. *Empress of Ireland*, from Halifax: Monday, March 7, per s.s. *Oceanic*, viâ New York; Tuesday, March 8, per *Mauretania*, viâ New York; and Saturday, March 12, per R.M.S. *Corsican* from Halifax.

The *Prince George*, the second of the twin-screw steamship being built for the Pacific Coast steamship Service of the Grand Trunk Pacific Railway, is to be launched from the Wallsend yards of Messrs. Swan Hunter and Wigham Richardson, Ltd., on March 10. Miss Hays, daughter of the President of the Grand Trunk Railway, will perform the naming ceremony.

DOMINION OF CANADA.

ROYAL TRUST COMPANY

Head Office: 107, ST. JAMES STREET, MONTREAL,
with BRANCHES in all the PROVINCES OF CANADA.
Cable Address: "Royaltrust, Montreal."

CAPITAL:
Fully Paid ... $1,000,000 | Reserve Fund, $900,000

BOARD OF DIRECTORS.
RIGHT HON. LORD STRATHCONA AND MOUNT ROYAL G.C.M.G., *President.*
SIR EDWARD CLOUSTON, BART., *Vice-President.*

SIR H. MONTAGU ALLAN.
R. B. ANGUS.
A. BAUMGARTEN.
E. B. GREENSHIELDS.
C. M. HAYS.
C. R. HOSMER.
SIR W. C. MACDONALD.
HON. R. MACKAY.
A. MACNIDER.
H V. MEREDITH.
D MORRICE.
JAMES ROSS.
SIR T. G. SHAUGHNESSY, K.C.V.O.
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COMPANY MEETING.

English Association of American Bond and Share Holders, Ltd.

Mr. Alfred W. Smithers (Chairman of the Association) presided at the twenty-fifth annual general meeting of the English Association of American Bond and Share Holders, Ltd., on Tuesday of last week, at the offices, 5, Great Winchester Street, E.C.

The Chairman, in moving the adoption of the report, said: We are able to recommend the usual dividend of 6 per cent. and a bonus of 1½ per cent., making a total of 7½ per cent. on your capital for the year 1909. We feel justified also in asking you again to put aside out of the profits of the year the sum of £500 for the benefit of the provident fund for your staff, which we commenced last year, and which we hope to see grow to a substantial sum. These results have been obtained with accounts absolutely sound. Your investments are worth at the prices of December 31 last and to-day more than they are stated at in your balance sheet, and your reserve fund remains at £10,000, while we carry forward a larger balance to the current year than we brought in. Our business is one of immense detail, involving great care on the part of our staff and a very large amount of correspondence, and the affording to our clients of a considerable amount of information, for all of which, owing to keen competition, the remuneration is very small. There was a falling off in the purely investment business in American shares by the British public during 1909, which affected to some extent our registration business, but the sharp fall in prices in the American market since the beginning of the year has evidently already tempted to some extent the investor, and our registration business is again improving.

Why American Securities have risen.

The course of prices in American securities has been most remarkable since the panic of 1907. During the crisis the bargain hunters (to use an Americanism) took a considerable part in picking up stocks at panic prices, but after the panic the public, both here and in America, seem to have been frightened at the rapidity with which prices were hoisted by the professional element, and I should think there had never been so gigantic a rise with so little legitimate public investment buying "on the way up." The result was that speculators had to borrow immense sums to carry their enormous accounts in New York, and this, with improving trade and the demand for money for moving the harvest, caused high rates for money in New York during last autumn. This necessitated the Bank of England putting up its rate on three consecutive Thursdays till it reached 5 per cent., and for a time it was doubtful whether even a higher rate would not have been necessary. While the banks and other institutions in New York lent money freely on stock collateral there was not much difficulty in hoisting prices, but as prices had been put up so rapidly as nearly to destroy public interest, the difficulty was for the professionals to unload. For instance, if the public had been in the market, say, in Union Pacific, all the way up from 120 to 220, the latter figure might not have looked so high compared with the company's earnings, but the difficulty was to get new buyers, who had had no interest and had had no excitement in the rise, in cold blood to put their money into the stock at those dizzy heights. As a New York paper pithily put it, "They might take the public to the water, but they could not make it drink."

Investment in American Railways.

The immediate question, then, I think, for the intending investor in American railways is one of the state of the market more than values. Has the recent fall been sufficient to make the market an investor's market? Has the unloading come to an end? Has six weeks' fall been enough to digest the overdoing of two years' rise? And, again, what will be the effect of legislation on corporations, if there is any—and, remember, it is a big "if"? What will be the effect of pending decisions in the Courts in New York? What will be the effect of labour troubles? And, to my mind, above all comes the question, What will be the effect or effects of the continued high cost of living? With all these considerations in his mind the investor need not be in a hurry. If securities go to high prices without him, let him leave them alone; he may be out of a good thing, but he is much more likely to be out of bad one. It is easy to see that one may have boundless faith in the wealth and resources of America, and yet if investments are made on the top of a big rise which has discounted immediate conditions, the investor may be a heavy loser. Every month adds to our knowledge of the extent of the resources of the new provinces of Saskatchewan and Alberta, in the North West of Canada. British Columbia to the north of Vancouver and north of the line of the Canadian Pacific is also opening out with big possibilities, only waiting for improved means of communication, which are being rapidly supplied. There is every probability, I think, of plenty of new companies being formed to develop the vast resources of Canada. With regard to that development, we are only, I believe, at the beginning of a long series of big enterprises, for which adequate capital will, no doubt, be forthcoming if Canada maintains her present proud position of very high credit.

Lord Welby of Allington, G.C.B., seconded the motion, which was carried unanimously.

Royal Electric Co.—The Bank of Montreal have been instructed to announce that in conformity with the terms of the Deed of Trust controlling the Royal Electric Company 4½ per Cent. Debenture Loan a drawing of Debentures, to be redeemed on April 1 next, will take place at eleven o'clock on the 10th prox. at the offices of the Montreal Trust and Deposit Company, Montreal, Canada.

Dominion of Canada.—The Bank of Montreal will pay, on and after April 1, the half-year's interest then due on the Dominion of Canada Four per Cent. Guaranteed bonds, Four per Cent. 1912 debentures, and Two and a Half per Cent. Inscribed stock. The balances of the inscribed stock will be struck on the evening of March 15, after which date the stock will be transferred ex dividend.

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

Cheerful optimism is still in evidence, and although prices may likely have temporary set-backs in response to Wall Street happenings and fears as to the trade outlook in the United States, it is generally believed that the present year will be a memorable one in the history of this country. As one well known authority on commercial topics here reminds us, all the generally accepted trade barometers—viz., bank clearings, railway earnings, and business failures—are favourable, whilst if the opinions of prominent business men are worth anything, Canada's prosperity in the year 1910 should be on an unprecedented scale. It is therefore very satisfactory to be able to record that business men still fully realise the need for caution. Prosperity is hardly likely to lead to rampant speculation during the current year—it takes more than three years to efface the lesson learned in 1907.

Molson's Bank Shares for British Investors.

The sale of 5,000 shares of Molson's Bank to the Sperling group at $210 per share, to which reference has been made several times in this column, has advanced to a definite stage, the directors having issued a circular to the shareholders asking them to waive their rights on the 5,000 shares which it is proposed to issue.

The Directors' Explanation to the Shareholders.

In part this circular points out that the increase in the capital and reserve which such a sale would make appears very desirable to the directors. "Such a sale to an English house would mean that over $1,000,000 of English capital would come into Canada, and that the number of English investors holding our shares would be largely increased." Previous issues of Molson's Bank stock have been as follows: 1906, 5,000 shares—$500,000—at $200 per share; 1903, 5,000 shares at $190; and 1899, 5,000 at $175.

C.P.R. and "Soo" Dividends.

Confident bets have been made that the "Soo" dividend would be increased, but there was less optimism with regard to C.P.R., although it was thought likely that the latter might be able to pay an extra ½ per cent. from the land assets account. Both stocks have been active and higher on these rumours. Some disappointment was caused when it was found that the C.P.R. dividend was not to be raised this time.

Another Dividend Raised.

Sir William Mortimer Clark, the president, announced at the annual meeting of the Toronto Mortgage Company that as the reserve fund now exceeded one-half of the company's capital, it was possible to increase the dividend from 6 per cent.—at which it has stood since 1904—to 7 per cent. On this basis at the present price the yield to the investor is 5.38 per cent.

Newfoundland's Tax on Iron Ore.

One authority estimates that, roughly, the export tax on iron ore about to be imposed by the Newfoundland Government (7½ cents per ton) will cost the Dominion Steel Company about $45,000 yearly, and the Nova Scotia Steel Company approximately half that figure.

* * *

LAKE SUPERIOR CORPORATION AND THE RUMOURED IRON AND STEEL COMBINE.

With reference to the rumour reported in the Press that a scheme for consolidating the more important Iron and Steel interests in the Dominion was contemplated, in which the Lake Superior Corporation and the Dominion Iron and Steel Company would participate, we have information from an authoritative source that the Lake Superior Corporation have not entertained any such proposal, nor are they at all disposed to make a move in that direction.

THE LONDON MARKET.

LONDON, WEDNESDAY.

The "boom" in rubber shares continues, and this statement exhausts the tale of Throgmorton Street's wilder activities, though Rhodesian mining specialities have been buoyant from time to time. General investment business has been restricted to some extent by the growing political uncertainty, but Consols and kindred stocks are now steadier, having got satisfactorily through the monthly settlement. The undertone of the home railway department keeps good, but Americans have ruled irregular. Foreigners have been subdued, and copper descriptions unsteady. Oil shares, which afforded a marked display of strength and animation last week, have now relapsed into sluggishness.

Canadian securities have had a cheerful week, and the finish is at about best levels. The gilt-edged securities of the Dominion have tended quietly forward, though there has been an absence of ostentatious bidding. The Threes and the Three and Half per Cents. have added ¼ and ½ respectively, while Quebec Threes are ½ to the good and Toronto Fours have gained a point. Rails have been cheery throughout. Canadian Pacifics exceptionally have experienced occasional spells of dulness in sympathy with the Yankee market, but after allowing for the deduction of the dividend the stock is a fair fraction higher, and the excellent showing made by the January revenue statement, which recorded a gain of $927,000 in net earnings for the month, was well received. The Grand Trunk statement with its gain of £22,300 in net earnings was not up to the best expectations indulged, and was used as a cover for profit-taking, but quotations in this group mark substantial gains on balance, the Third Preference being nearly 3 points higher, while other quotations have risen ½ to 1½. Canadian Northern Four per Cent. Perp. Debs. are 1 lower on the week, but Grand Trunk Pacific Three per Cent. bonds have gained ½, and British Columbia Electric Railway Preferred is 1 to the good. Land shares have witnessed some falling off in activity, and Hudson's Bays are ½ lower at 103. The lower-priced issues mark a few mixed changes of 6d. In the miscellaneous group Canadian General Electrics have been supported and show an advance of 2½ to 121½. Shawinigan Water is 2 better. Canada Cement Pref. has improved ½. South American tractions have been firm, though without any buoyancy. Mexican Light and Power has improved 2½, and the Pref. 2, while there are other gains of ½ to 1.

RAILWAY EARNINGS & EXPENSES FOR THE MONTHS OF JAN., 1910-9.

RAILWAY.	1910	1909
Grand Trunk.		
Gross Receipts	£490,200	£409,000
Working Expenses	£423,900	£358,700
Net Profit	£66,300	£50,300
Canada Atlantic.		
Gross Receipts	£29,400	£23,200
Working Expenses	£26,700	£25,300
Net Profit	£2,700	Dr. £2,100
Grand Trunk Western.		
Gross Receipts	£95,600	£85,600
Working Expenses	£78,300	£68,700
Net Profit	£17,300	£10,000
Detroit Grand Haven and Milwaukee.		
Gross Receipts	£32,600	£24,800
Working Expenses	£27,600	£20,900
Net Profit	£5,000	£3,900
Canadian Pacific.		
Gross Earnings...	$6,104,000	$4,762,000
Working Expenses	$4,787,000	$4,372,000
Net Earnings	$1,317,000	$390,000

Canadian Northern Railway.—The net receipts for January were $122,500, an increase of $22,200 compared with the corresponding month last year.

Messrs. Hadfield, Ltd.—The directors recommend, in addition to the interim dividend of 1s. per share paid on August 21 last, a further dividend of 2s. per share, together with a bonus of 6d. per share, all free of income-tax, carrying forward £29,324. This makes the dividend for the year 17½ per cent., which is the same as last year, when the amount carried forward was £27,090.

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MANAGER.—T. Lindley, A.C.A., F.C.I.S.

Full particulars can be obtained on application.
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CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3 %	97	94	94⅛	91	92½.91⅝
" 3½ Reg	[illegible]	98¾	101	97	100½.100
" 3½ Bonds	[illegible]	100½	103½	100	102.101½
Alberta, 1938	Iss.	1909	102	99	103½.102½
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4 % Bds, 1947	[illegible]	97	[illegible]	100	103½.102½
Nova Scotia, 3½ %... ...	95	90	96	92	94½.93½
Ontario (Pr.) 3½ %... ...	92	[illegible]	97	92½	95½.94½
Quebec (Pr.) 3	88½	81	[illegible]	83	[illegible]
Saskatchewan 4	Iss.	1909	[illegible]	99½	[illegible]
Calgary (C.) 4½ Debs	[illegible]	[illegible]	[illegible]	[illegible]	106.104
Edmonton 4 %, 1915-47	105	103⅝	109	105	106.105
Hamilt'n(C.)4% Deb.1934	102	98	103	99	102.100
Montreal(C.)4% Deb.1932	107	99	106	102	107.106
Ottawa 4½ %, 1913 ...	104	100	105	100	103.101
Quebec (C.) 4 Debs.	103	[illegible]	[illegible]	100	[illegible]
Regina (C.) 5 %, 1923-38	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. John, N.B., 4 %, 1931	103	[illegible]	[illegible]	99	102.100
Saskatoon (C.) 5 %, 1938	105½	101	107	102	108.106
Sherbrooke (C.) 4½ % Deb 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	103½.102½
Vancouver (C.) 4 % Deb., 1947-9	101½	99	104	99	102½.102
Victoria (C.) 4 % Debs., 1933-58	99½	98½	102½	99	102.100
Winnipeg (C) 4 % Deb...	103	97	104	99	103.101
BANKS.					
B. N. A.	147	141	155	148½	155.154
*Commerce	171	155½	194	171½	209.208
Dominion...	225	221½	242	240	244
Imperial	212½	218½	225¼	220½	[illegible]
*Merchants	166	151	170	160	177.174
*Molsons	207	195	211	199¾	208.207
Montreal	250	228	251¼	245	267.265
*Ottawa	220	200	213	210	210
*Royal	233	211½	233	212	[illegible]
*Toronto	220½	204½	227	210½	218.217
INDUSTRIALS.					
Bell Telephone . .	143	115	150	138	151.149
Canadian Car Co. .	Iss.	1909		—	72½.71½
Canada Cement Com. ..	Iss.	1909		—	[illegible]
" " Pref. ..	Iss.	1909			[illegible]
*Canadian Col. Cot. M....	50½	47½	63	47½	59.56
Canadian G. El. C. ...	108½	86½	127	106½	121.120
*Canadian Marconi .	1.70	1.50	—		
*Consumers Gas	198	182	207½	195½	206.204
*Crow's Nest Pass Coal	130	120	[illegible]	[illegible]	77.76
Dominion Coal Com.	70½	37	93½	43	[illegible]
* " " Pref .	112	85	119	96	114½
Dominion I. & S. Com.	25	12½	72⅜	19	71.70
" " " Pref	60½	39	138	69½	141.139
*Dominion Textile Com.	47	42	79½	57½	75.73
* " " Pref	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	60½	50	—
Halifax Electric . ..	104½	87½	122	106½	128.127
Internat. Coal & Coke .	79½	60	—	—	60.55
*Internat. Portland Cem	122	106½		-	175
*Lake of the Woods Com	98½	71	143½	97½	[illegible]
* " " " Pref.	119	103	128	118	128
*Laurentide Paper Com	112	93	130	112	[illegible]
* " " Pref.	118	101½	131½	112½	130
Mackay Co.'s. Com. ...	77⅞	51½	95	70½	93.92
" " Pref. ..	71	59½	77	69	78.77
Mexican L. & P. Com.	79½	45⅛	89	62	78½.77½
" " Pref.	108½	99	107½	103½	106½.105½
Mexico Tram	139	68½	130½	123½	[illegible]
*Montreal Cotton	125	105	131	117	134.132
Montreal L. H. & P. .	113	95	129½	109	128.127
*Montreal Steel Com. ...	83½	60	104	68	102.101
* " " Pref. ...	112	92	117	100	120.119
Montreal Street	204½	170½	220	203	231.230
*Montreal Tele...	148	135	154¾	135	146
*Northern Nav.	[illegible]	83	[illegible]	97	108
N. S. Steel & Coal Com.	62	43	84	54½	91.90
* " " " Pref.	[illegible]	[illegible]	[illegible]	114	[illegible]
Ogilvie Flour Com.	[illegible]	102	111½	112	[illegible]
" " Pref	[illegible]	114	[illegible]	[illegible]	[illegible]
*Penman's Ltd. Com. ...	40	29¾	60	42	63.62
* " " Pref. ...	137½	72½	93½	83	[illegible]
Richelieu & Ont. N. .	78	62	92½	97	100.98
Rio de Janeiro T.	82	29½	107	87	97½.96½
St. John Ry. . ..	125	110	—	—	101
St. Lawrence & Chicago Nav.	[illegible]	109½	128½	105	119.118
Sao Paulo	157	113	163	148½	155½.154½
Shawinigan W. & P. ...	81	55	105	80½	107.106
*Toronto Electric Light					[illegible]
Toronto Ry.	115½	94	127½	107½	120.127
Winnipeg Elec.	171½	123½	190½	156½	184.183
RAILWAYS.					
Alberta Ry.	114	82	137	118	159.154
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Can. North. 4% Perp. Deb	96½	89	98	90	96½.95½
C. P. R.	180	143	191	170½	185½.182½xd
Dominion Atl. Ord. ..	18	12	17	14	18.15
" " 5 % Pref	41	40	47	40	44.39
Grand Trunk Pac. [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 4% Bds. "A"	100½	91½	97½	91	97.95
Grand Trunk	23¾	14½	25	18½	25¼.25⅛
" 4 % Guar. ...	98	88½	95½	88	95½.95
" 1st Pref. ...	115½	96½	110	101	108½.108½
" 2nd Pref. ..	109	80½	96	95½	101½.101½
" 3rd Pref. ...	61½	49½	60	44	59½.59½
Minn. St. P. & S.S.M. Co.	138½	85	150	137	148.145
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec Cent. N. Inc. ...	118½	110½	113	108	113.111
Quebec & L. St. John Inc	[illegible]	[illegible]	[illegible]	[illegible]	
White Pass	5½	4½	5½	3½	5.4½
" " 5 % 1st Inc.	101	97	105	98	103.101
* " 6 % Deb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed ..	120	113½	160	135	160
*Canada Perm. Mort. ...	120¾	111½	163½	140	165
*Canadian Savings & Loan	-	—	—	—	
*Cent. Canada L. & S...	—	—	—	—	180
*Dom. Savings & Invest	72	70	72	70½	71
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort	132	132	141½	132	132
*National Trust of Ont	150	143	200	170	[illegible]
*Toronto General Trust	150	143	165	150	173.165
*Toronto Mortgage ...	107	104	130	114	131
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co. . ..	31	24	31	25	29.25
Can. North Pr. L.	45/-	32/6	47/6	42/6	47/6.45
Canada N. W. L.	$113	[illegible]	[illegible]	$95	[illegible]
Hudson's Bay	92	73	99	75	104.102
S. Alberta	1 5/16	9/16	1 13/16	[illegible]	[illegible]
Western Canada... ...	1 1/16	15/16	1⅝	1	1⅝.1½
BONDS.					
*Bell Telephone	104	98½	104⅛	104½	105
*Canadian Col. Cot. ...	100	92	100	95	101.100
Canadian Iron Corp. ...	Iss.	1908	103	94	104.101
Dominion Coal	94	87	98½	90	102.101
*Dominion Cotton... ...	97½	91	105	99	104.102
Dominion Iron & Steel	80½	70½	97½	77½	99½.98½
*Dominion Textile "A"	98	80½	[illegible]	91½	[illegible]
* " " "B"	97	83½	100	92	100.98
* " " "C"	96½	82	100	90	[illegible]
* " " "D"	98	85	104	93	96
Electrical Devel. of Ont.	88	70	90	81	84.81
*Lake of the Woods Co	117½	102½	112	104	113.112
Lake Superior Co. .	Iss.	1909	90½	88	90½.90½
*Laurentide Paper ..	112	104	111	109	111.110
Mexican Electric Light	90	73½	87½	79	84½.84½
Mexican L. & P.... ...	90	80½	90	80	91½.90¾
Montreal L., H., & P...	101	91½	100½	98½	[illegible]
*Montreal Street ...	100	[illegible]	102½	99½	100.99
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " ,, Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord .	113½	105	115	108	112½
" " 1st M. "B"	106½	105	112½	106½	112½
Rio de Janeiro 1st Mort.	92½	72	98½	90	96½.96½
Sao Paulo .. .	97	90½	105	90½	103.102
Winnipeg	106	99	106	102½	108.107
W. Canada Flour Mills	Iss.	1908	107	98	108.106
W. Kootenay Power Bds.	—	—	—		[illegible]

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on February 18: –

	Issued Capital.	Par Value	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.60	2.20
Chambers-Ferland... ...	2,311,000	1.00	.37	.36½
Cobalt Central	4,761,500	1.00	.25	.23½
Cobalt Lake...	3,930,866	1.00	.19½	.18⅞
Silver Queen	1,500,000	1.00	.21	.19
Coniagas ..	4,000,000	5.00	[illegible]	[illegible]
Foster-Cobalt	915,518	1.00	.26	.24¾
Green Meehan	1,500,000	1.00	.0	.8
Kerr Lake	3,000,000	5.00	9.60	9.45
McKinley-Darragh ...	2,246,937	1.00	.87	.84
Nova Scotia	1,900,000	1.00	.38½	.37
Peterson Lake	2,561,820	1.00	.26	.25⅜
Silver Leaf	6,000,000	1.00	.10½	.0½
Temiskaming	2,500,000	1.00	.59	[illegible]
Tretheway ..	915,450	1.00	1.43	[illegible]
Nipissing	[illegible]	[illegible]	[illegible]	[illegible]
	Nom. cap.			
La Rose	7,500,000	5.00	4.02	4.90
Watts	1,000,000	1.00	.16	.14
Crown Reserve	2,000,000	1.00	3.85	3.50
Little Nipissing	1,000,000	1.00	.29½	.28¾

Canadian Railway Revenue Statistics

Name of Railway	Seven Days Ending Feb. 21.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific .	[illegible]	[illegible]	
Grand Trunk	£110,686	£12,413	—
Canada Atlantic...	£5,353	£327	—
Grand Trunk Western ..	£23,517	£6,159	—
Detroit Grand Haven. Mil.	£6,644	£1,485	—
Canadian Northern	$165,500	$36,000	—
White Pass and Yukon (seven days to Feb. 7)	$2,325	—	—
Alberta	$5,336	$801	
Quebec Central (to Feb 19)	$17,807	$ .455	—

Canadian Car and Foundry Co. Allotment Letters for Six per Cent. First Mortgage Bond may now be exchanged for definitive bonds at the offices of Messrs. [illegible] and Co.

PUBLIC NOTICES.

PROVINCE OF QUEBEC THREE PER CENT. INSCRIBED STOCK, 1937.

For the purpose of preparing the Interest Warrants payable 1st April. 1910, the BALANCES will be STRUCK on the evening of the 15th inst., after which date the Stock will be transferred ex-dividend.

For Bank of Montreal,
F. WILLIAMS TAYLOR, Manager.
47, Threadneedle Street, E.C.
March 1, 1910.

DOMINION OF CANADA FOUR PER CENT. GUARANTEED BONDS, FOUR PER CENT. 1912 DEBENTURES, AND TWO AND A HALF PER CENT. INSCRIBED STOCK.

The Half-year's Interest due 1st April, 1910, on the abovementioned Loans will be PAID on and after that date by the Bank of Montreal, 47, Threadneedle Street, E.C. The Balances of the Inscribed Stock will be struck on the evening of the 15th inst., after which date the Stock will be transferred ex-dividend. Coupons must be left for examination between the hours of 10 and 2 o'clock (Saturdays excepted) three clear days prior to payment being made. Forms may be had on application on and after the 17th inst.

For Bank of Montreal,
F. WILLIAMS TAYLOR, Manager.
47, Threadneedle Street, E.C.
March 1, 1910.

FOUR PER CENT. DEBENTURES
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY
Subscribed Capital £513,698. Paid-up Capital, £308,219.
Reserve Fund, £256,849. Total Assets, £1,770,803.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent. for Three to Five Years.
FINLAYSON AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain,
144, St. Vincent Street, Glasgow.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "Canada" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 9[illegible].

Barristers.

TORONTO
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West.
Cable Address: "Stimson"

Stock Brokers.

TORONTO—
FOX & ROSS, Standard Stock Exchange Building.
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY — FINANCIAL.
Cobalts a Specialty.
OTTAWA, Canada.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President—B. E. WALKER, C.V.O., LL.D **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
,, (East)
,, (South)
Canora
Carman
Carmangay
Claresholm
Cleverville
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros
Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Kindersley
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds
Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina
Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland, Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - -	£1,000,000
RESERVE FUND - - -	520,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B C.
Estevan, Sask.
Fenelon Falls, Ont.
Forward, Sask.
Fredericton, N.B.
Girvin, Sask.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
,, Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
,, Market Square.
,, Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
,, St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
,, St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
,, Union St.
St. Martins, N.B.
St. Stephen, N.B.
Saltcoats, Sask.
Semans, Sask.
Toronto, Ont.
,, King and Dufferin Sts.
,, Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver, B.C
Varennes, P.Q.
Victoria, B.C
Waldron, Sask.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5 300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.*
EVAN A. BEGG, *Chief Inspector.*

THE BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN Esq. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  Sub-Branch
  ,, North End.
HAMILTON, Ont.
  Sub-Branch
  ,, Barton and Victoria Streets.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
  Sub-Branch
  ,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
  Sub-Branches
  ,, Hochelaga.
  ,, Papineau Avenue
MONTREAL, Que.
  (continued).
  ,, Peel Street
  ,, Point St. Charles.
  ,, St. Anne de Bellevue.
  ,, St. Catherine St.
  ,, St. Henri.
  ,, Seigneurs Street.
  ,, Westmount
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
  Sub-Branches
  ,, Bank Street.
  ,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
  Sub-Branches
  ,, St. Roch.
  ,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
  Sub-Branches
  ,, Bathurst Street.
  ,, Carlton Street.
  ,, Dundas Street.
  ,, Queen Street.
  ,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
  Sub-Branch
  ,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
  Sub-Branches
  ,, Fort Rouge.
  ,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK,
  31, Pine Street.
CHICAGO,
  Cor: La Salle and Monroe Street.
SPOKANE,
  State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank. PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA & MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER. Esq. F. WILLIAMS TAYLOR. *Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up	**£719,178**	**- $3,500,000**
Reserve Fund	**£719,178**	**- $3,500,000**

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000 (£1,232,876)** Reserve Fund and Undivided Profits, **$4,602,157 (£945,650)**

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, C.V.O., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
  ,, Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St, James St.
  ,, 1255 St. Catherine St. E.
  ,, 320 St. Catherine St. W.
  ,, 1330 St. Lawrence Boul.
  ,, 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
  ,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris Napinka
Neepawa
Newdale
Oak Lake
Port'e la Prairie
Russell Souris
Winnipeg

Alberta

Acme (Tapscot, P.O.)
Botha (sub)
Calgary
Camrose
Carstairs
Castor
Daysland
Edmonton
  ,, Namayo Ave.
Killam Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield Trochu
Vegreville
Viking (Meighen)
Wainwright
Wetaskiwin
Wolf Creek (Edson)

Saskatchewan

Antler
Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—

NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 142 Branches of THE MERCHANTS' BANK OF CANADA.

Banking, Insurance and Finance.

Canada's Net Borrowing since 1903.

One often hears remarks on the frequent appearance in the London market of Canada as a borrower. Apparently those who talk so glibly on the subject of Canada's borrowing are quite unaware of the large sums which have matured during the past few years. The Public Accounts for the last financial year show that on balance the total raised in London since 1903 is only about £2,000,000 a year. For instance, the total of the loans placed on the London market from 1903 to the date at which the accounts were made up was £31,331,398; to this has to be added the Canadian Pacific Railway loan (assumed by the Dominion in 1906), and the additions to the funded debt by conversions of stocks and bonds of sundry loans into 3 per cent. of 1938 at a premium, bringing up the aggregate to £34,492,851. But if we deduct from this the loans which have matured and been dealt with in the same period—£24,169,790—we find that the net addition to the debt of the country was no more than £10,323,060. We may add that every sovereign of this net balance has been utilised in the best possible way for the development of the country, and that home investors are apparently quite satisfied with their security, and prepared to absorb readily all the Canadian Government issues that may be offered them upon terms that contrast favourably with those upon which the Imperial Government can borrow the funds it so urgently requires.

* * *

Bank of B.N. America Report.

The half-yearly report of the Bank of British North America just published shows, including the sum of £18,535 brought forward from last account, a total at the disposal of the board amounting to £84,622. This sum the board propose to distribute in the following manner: the payment of a dividend of 30s. per share and a bonus of 10s. per share, which will together absorb £40,000, the transfer of £15,000 to bank premises account, and the payment of a 5 per cent. bonus to the staff. The balance of £20,545 remaining over after provision for the foregoing allocations is carried forward to the next account. With the amount paid for the first half of 1909, the dividends and bonus for the year covered by the accounts amount to 7 per cent., which is the rate paid for a considerable period now. That this institution has benefited from the recovery in the trade of the Dominion is shown by the fact that the profits of £66,087 compare with £35,564 for the June six months, £42,209 at December, 1908; £43,612 at June, 1908; and £74,090 for the corresponding half of 1907. The bank during the past half-year also benefited from a conservative estimate of certain liabilities resulting in a considerable credit balance in connection with this particular account, which has been added to the reserve fund.

* * *

Two Official Explanations.

It is all to the good that the letter addressed by Mr. J. G. Scott, the late General Manager of the Quebec and Lake St. John Railway Company, to the Trustees should be published, for it throws much light upon a subject requiring superlative illumination. We can quite understand Mr. Macrae's reasons for refusing to read Mr. Scott's long letter at the recent meeting, whilst regretting the necessity for such action, for it must be admitted at the outset that the late General Manager has made explanations as to the early years of the company which should be of value to the bondholders at the present juncture. Had Mr. Macrae acceded to the request of Mr. Scott's solicitor, who was present at the meeting, and asked for the letter to be read to the bondholders, it would but have prolonged a meeting which as it was lasted over two hours, and raised contentious points which are perhaps better left to be solved by the accountants who are now investigating the accounts—we presume from the commencement of the company down to the present time. But there was every reason why the late General Manager should hasten to reply to the criticisms covering the period during which the company was under his control, and he had no alternative but to seek through the Press that publicity which was denied him by the representative of the trustees. Pending the receipt of Mr. Gorrie's report—which he is preparing as Receiver of the line—and those of the accountants, the bondholders must exercise what patience they can command. It is, however, to be hoped that when they reassemble, a fortnight on Monday, that some definite decision will be arrived at with regard to the future working of the undertaking. It is of interest to note that Mr. A. L. Doucet, the late chief engineer of the railway, in a letter to Mr. Scott, endorses the latter's statement that "there could not have been more scrupulous care in the administration of any trust fund than was shown by the directors in the expenditure of the proceeds of these (Prior Lien) bonds."

Richelieu's Dividend Disappointment.

For some time past it has been freely anticipated in Canadian financial circles that the Richelieu and Ontario Navigation Company would shortly be put upon a 6 per cent. basis, and one authority avers that this view has been endorsed by members of the board. When, therefore, the directors recently met and declared the usual quarterly dividend at the rate of 1¼ per cent., the effect was somewhat as if a bombshell had burst in the market, and the price of the stock slumped to under 90, instead of reaching 100, as it had been expected to do if the anticipation of an increase had been justified. The Montreal *Daily Star*, in commenting on this dénouement, says that "the queer thing is the fact that some of the directors themselves were in a 'pool' formed not long ago, and as they were buyers of the stock, and thereby figure as losers as the result of the decline in price, the dividend declaration is in the nature of an enigma." One can readily understand the feelings of those who had bought the stock recently in the confident belief that a 6 per cent. dividend would put it to 100, and that their comments "were warm enough to set the St. Lawrence River on fire." Those who have experienced this unexpected reverse will be glad to have the reassuring information that their disappointment is only a temporary one, and that, barring accidents, it is probable that the shareholders will see the dividend raised to 6 per cent. at the end of the current year. Navigation stocks, which are at present only moderately held by investors in Great Britain, are very popular amongst Canadians, and the shock to the financial world of Montreal was proportionately severe.

* * *

Apparent Anomaly Explained.

A simple rule of three calculation shows that if a stock paying 10 per cent. is quoted around 225, a security practically identical in character and paying 7 per cent. should be standing at 155. The 10 per cent. stock is that of the Montreal Street Railway, the 7 per cent. that of the Toronto Street Railway: the first-named stands at about 225, and the latter, not at 155, but at 124. Messrs. Jaffray, Cassells, and Biggar, a well-known Canadian financial house, in an interview with a contemporary offer an explanation of this apparent anomaly. They point out that Toronto Railway stock, considering its dividend rate of 7 per cent., and the earnings last year at the rate of nearly 13 per cent., is really selling at a relatively low price. The reason is that this company's franchise expires in 1921, and that it is recognised that, in the present temper of the municipality, there is little prospect of this being renewed. Under the terms of the present franchise, however, the company has paid the City Treasury over $5,000,000. In 1911 the company must begin a sinking fund for retiring its bonds at the rate of 5 per cent. per annum. Meanwhile the directors have not been unmindful of eventualities. They have accumulated surplus profits of nearly $3,000,000, which has been well invested in acquiring suburban franchises, including the Toronto and York Radial Railway, now operating some eighty miles about the city, and which properties promise to considerably increase in value by the time the franchise within the city expires. The knowledge, however, that the principal revenue-producer of the company—unless the municipality change for the better before 1921—will lapse in eleven years is the main reason why Toronto stock stands at its present low level.

* * *

The Bounties Question.

For a considerable time past it has been an open question as to whether the Dominion Government would renew the bounties on iron and steel expiring next year, and last week Mr. Fielding stated, in reply to an inquiry addressed to him on the subject in the Canadian Parliament, that the Government had no present intention of renewing these bounties. According to the Financial Statement for the fiscal year ending with March 31 last, the sum of $2,172,047 was paid under this heading during the period in question, divided as follows:—Iron and steel, $1,864,614; lead, $307,433. Whether or no it is ultimately decided to continue the payment of the bounties on iron, steel, and lead, even in a modified form, there is no disguising the fact that the assistance given by the Government has enabled strong industries to be built up in the Dominion which would have been impossible but for this valuable aid. No doubt manufacturers have anticipated some such decision on the part of the Government, and, in any event, such an attitude on the part of the Government towards the much-vexed bounties question has been fully discounted in Canada, where all identified with the iron and steel industries have recognised that such aid could not be regarded as permanent grants, but merely as temporary assistance, which would be withdrawn directly it was proved that the industries affected had been placed upon a self supporting basis.

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

A. B. C. (Taunton).—You did not enclose the Enquiry Coupon.

"INQUIRER" (Hoxton).—We do not like the methods of the group in question, and should not touch the shares offered you.

D. R. (Harrow).—Quite a sound bond investment. The firm you mention is of the highest standing.

J. P. F. (Paris).—We should not advise you to put any money into this mining company. None of the names on the board are known to us as being successful mining directors.

H. J. B. (Manchester).—Even a small profit is not to be despised, and if you do not care to wait for the further rise which we anticipate you should take it. Many thanks for your appreciative remarks.

RUGBY.—The parent company have been waiting for many years for the advent of the railway, and their patience now seems likely to be rewarded. We have not seen a prospectus of the new company, but if you send us a copy we will give you our advice.

EMIGRATION.

S. G. W. (Ealing).—We send you the booklet asked for. In the issues of *Canada*, Nos. 59, 68, 90, and 170, we published illustrated articles on poultry-raising.

M. C. (Newton Abbott).—Parliament and municipal buildings are in course of erection at Edmonton and Regina, and the building trades generally are active all over Canada. A marble-cutter should have excellent prospects. We advise, however, taking first position that offers on arrival until you learn something of local conditions. You might write Peter Lyall and Sons, Board of Trade Building, Montreal, one of the largest contracting firms in the Dominion.

C. H. W. (Lewisham).—For detailed information regarding Dundas, Ontario, write to Mr. N. B. Colcock, the Agent of the Government of that Province, 163, Strand, London, W.C. Dundas is on the Grand Trunk Railway, 380 miles from Montreal, to which port you can go direct by steamship from London or Liverpool (see our advertising columns).

J. B. (Morecambe).—The business of photo-engravers is rapidly increasing in all the large Canadian cities. We would suggest your writing to Mr. John Taylor, Business Manager, *The Herald*, Montreal, and to Mr. James Dennison, St. Francois Xavier Street, Montreal, in the first instance. If you go out, book to Toronto with leave to stop over in Montreal. After April 20 you can get steamers which will land you in Montreal if you go out first or second class; all steerage or third-class passengers are landed at Quebec. The "International Railway Guide," published in Beaver Hall Hill, Montreal, gives all the distances you name, or you can write to the Grand Trunk Railway Offices, Cockspur Street, London; the Canadian Pacific Railway Offices, Charing Cross; or the Allan Line, Liverpool, for same. Toronto is 333 miles west of Montreal, Ottawa 120 miles west of Montreal.

GENERAL

T. E. W. (Malvern).—The altitude or height above sea level of the places named is as follows:—Winnipeg, 760ft.; Saskatoon, 1,574ft.; Lloydminster, 2,102ft.; Battleford, 1,620ft.; Edmonton, 2,158ft.; Calgary, 3,389ft.

F. E. S. (Wimbledon).—The total number of people of French origin in Canada, according to the last official census taken in 1901, was 1,649.381, made up as follows: British Columbia, 4,600; Manitoba, 16,021; New Brunswick, 79,979; Nova Scotia, 45,161; Ontario, 158.671; Prince Edward Island, 13.866; Quebec, 1,322.115; Alberta, 4,348; Assiniboia East, 1,339; Assiniboia West, 235; Saskatchewan, 1,118; unorganised territories, 1,918; unorganised districts of Quebec, 145.

R. W. (Okehampton).—Toronto's total population, according to the directory figures published this year, is 402.567.

T. P. C. (Cupar—Fife).—The name Columbia was given to the western portion of Canada owing to its proximity to the Columbia River, and as it was British territory the name British was prefixed to Columbia. British Columbia originally consisted of the British colonies of Vancouver Island and New Caledonia. New Caledonia was organised as a crown colony in 1858 under the name of British Columbia. The two colonies were united under the name of British Columbia in 1866, and five years later the new Province was admitted into confederation.

A. C. D. (Streatham).—There is no income tax levied by the Dominion Government, but there is such a tax levied in certain of the provinces by their own Governments. In British Columbia incomes up to $1,000 (£200) per annum are exempt. A Bill has been introduced by the Hon. W. J. Bowyer, Acting Provincial Treasurer, this session by which 1 per cent. will be paid on incomes between $1.000 and $2.000; 1¼ per cent. on incomes not exceeding $3.000; 1½ per cent. up to $4.000; between $4.000 and $7.000 2 per cent.; and above $7,000 2½ per cent. In each case no tax is to be paid upon the first $1,000. There is to be a rebate of 10 per cent on the amountof the levy for prompt payment. A poll tax is levied on each inhabitant of the province.

ENQUIRY COUPON.

"CANADA," No. 217, March 5, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

◆

CANADIANS IN LONDON.

The following have registered their names at the Office of the High Commissioner, 17, Victoria Street, S.W.:

Robt. D. Noble, Petrolia, Ont.—68, Ladbroke Road, W.
F. E. Manchester, Ottawa—20, King Street, Covent Garden
Howson R. Foulger, Lacombe — 48, Brook Street, Grosvenor Square.
Geo. R. Whitmore, Regina—Hotel Metropole.
Chas. Tutem, Montreal—Tollard Royal Hotel.
A. M. Eastman, Hamilton—Kenilworth Hotel.
Achille Fréchette and A. M. Campbell, Ottawa—Hotel Cecil.
Mrs. Henry Wilmot, Fredericton—Glendower, Camberley, Surrey.
Dr. and Mrs. T. H. Crothy, Winnipeg—Waldorf Hotel.
Mrs. H. Rhodes, Vancouver—St. Ermin's Hotel.
James T. Laidlaw, Cranbrook, B.C.—Carlton Hotel.
Mr. and Mrs. R. H. Bartholomew, Montreal—Kirby Murton, Leicester.
H. G. Goodday, Quebec—Abbotsford Hotel.
Mr. and Mrs. T. L. Hartley, Winnipeg—Bank Hall Cottage, Hale, Cheshire.
Dr. Ethier, Montreal—172, Shaftesbury Avenue.
Dr. Charles Harris, Ottawa—Berners Hotel.
Mrs. R. C. Davison and Miss Grace Davison, Toronto—11, Gordon Street.
Mrs. James Elliott and Miss Ethel Elliott, Toronto—11, Gordon Street.
Dr. A. E. MacColl, Belleville, Ont.—Thackeray Hotel
Mr. and Mrs. Lisgar L. Lang and Miss Lang, Winnipeg—23, Elgin Court, Elgin Avenue, Maida Vale, W.
F. C. Frint, St. John, N.B.—Thurlow, Suffolk.
Mr. and Mrs. F. B. Hayes and the Misses Hayes, Toronto—19, Montague Street, Russell Square.
Dr. and Mrs. R. J. Kee, Toronto—10, Upper Woburn Place, W.C.

The following have registered at the office of the Agent General for Ontario, 163, Strand:—

H. Lampard, Pt. Dalhousie—114, Clapton Common, N.E.
[illegible] Irwin, London—7, Gower Street, W.C.

The following have registered at the office of the Agent General for Nova Scotia, 57a, Pall Mall:—

Senator Roche, Halifax—Hotel Cecil.

The following have registered at the office of the Agent-General for British Columbia, Salisbury House, Finsbury Square:—

H. F. Miles, Victoria—2, Grantley Road, Westby Road, Boscombe, Hants.
E. K. Beeston, Nelson—Whitehall, 4, 5, Montague Street, W.C.
Geo. Shelton, Vernon—Premier Hotel.
J. W. Taylor, Golden—Garrick Hotel
E. N. Russell, Golden—16, St. James's Road, Wandsworth Common.
Alex. Marshall, Vancouver—Kingsley Hotel

THE BANK OF BRITISH NORTH AMERICA.

A Strong Position and Continued Prosperity

The ordinary general meeting of the Bank of British North America was held on Tuesday at No. 5, Gracechurch Street, E.C. Mr. E. A. Hoare, who presided, said that the deposit and current accounts showed the satisfactory increase of £874,648, notes in circulation an increase of £100,314, bills payable an increase of £242,719, and cash and specie an increase of £72,230, the cash held being equivalent to 34.8 per cent. of their immediate liabilities to the public. Cash at call and short notice was £526,040 higher and bills receivable showed an increase of £653,827. The net profits for the year amounted to £101,651, compared with £85,822, an increase of £15,829, a result the directors considered satisfactory. Out of these profits they had distributed £30,000 as an interim dividend, and they now proposed to pay a final dividend of a like amount, together with a bonus of 1 per cent., or £10,000, and carry forward £20,545, an increase of £5,295. The year 1909 opened still under the influence of the crisis of 1907 and 1908, and for some months the conditions of business were not favourable for banking profits. The profits for the first half-year were disappointing, but in the second half of the year they were more satisfactory, particularly from September onwards, when better rates prevailed in New York and London. Even after three months of higher rates, the average rate at which they employed their call money in New York did not exceed 2.05 per cent., while in London the average was below 1¾ per cent. At the same time, money in Canada throughout the year had been abundant, and strong borrowers could obtain reduced rates of interest from the banks, so that there had been a tendency to diminished profits from circumstances over which they had no control. The abundance of money was illustrated by the fact that the total deposits in all the Canadian banks during 1909 showed the remarkable increase of $128,000,000. This increase was due in great measure to the large amount of capital remitted by the United Kingdom to Canada for Dominion Government loans, Provincial and Municipal loans, Railways, and Industrials. The total—which did not include the last issue by the Canadian Pacific Railway, amounting to £7,250,000, because, although the issue was made in 1909, payments did not commence until 1910—was approximately £28,000,000. In addition, large sums had been sent privately to Canada for investment, particularly in real estate and mortgages. This marked the confidence felt by investors in this country, not only in the progress of Canada, but in the discernment and integrity of those who had submitted these various investments for their approval.

Dominion of Canada £6,000,000 3¾ per cent. Bonds, 1914-19.—The Bank of Montreal reminds subscribers to the above issue that bonds are ready for delivery in exchange for fully paid scrip, between the hours of 11 and 3 (Saturdays excepted), at the Office of the Bank, 47, Threadneedle Street, London, E.C. The scrip must be left three clear days for examination, and it is recommended that the exchange be effected through London bankers or agents, as the Bank of Montreal cannot be responsible for the delivery of bonds sent by post.

City of Calgary.—The coupons falling due April 1, 1910, on the City of Calgary Four and a Half per Cent. debentures for £124,800 (1928-1937) should be presented on and after that date at the Bank of Montreal in London, or, at the option of the holders, at the Bank of Montreal, Calgary, Toronto, or Montreal.

Province of Quebec.—The Bank of Montreal notifies that, for the purpose of preparing the interest warrants payable on April 1, the balances of the Province of Quebec Three per Cent. Inscribed stock, 1937, and of the City of Winnipeg Four per Cent. Consolidated registered stock, 1940, will be struck on the evening of March 15, after which date the stocks will be transferred ex dividend.

City of Edmonton.—Coupons due April 1 on the City of Edmonton Five per Cent. Sterling debentures may be presented on and after March 23 at the Bank of Montreal.

LONDON ENTERTAINMENTS.

THE THEATRES

Royal Opera Covent Garden. Mr. Thomas Beecham's season. Grand Opera in French, German and English

Duke of York's (Repertory) Theatre. Plays by J. M. Barrie, George Meredith, John Galsworthy, G. Bernard Shaw, etc

Globe Theatre. "The Tenth Man." By W. Somerset Maugham. Mr. Arthur Bourchier

St. James'. –"The Importance of Being Earnest." Mr. George Alexander

Haymarket. –"The Blue Bird," by Maurice Maeterlinck

Gaiety.—"Our Miss Gibbs." Miss Gertie Millar and Edmund Payne.

Vaudeville.—"The Brass Bottle," by F. Anstey. Mr Lawrence Grossmith and Miss Mary Brough.

Daly's.—"The Dollar Princess." Miss Lily Elsie and Mr Joseph Coyne.

Comedy.—"The Climax." By Edward Locke. Miss Marie Doro.

Criterion.—"When Knights were Bold." Mr. James Welch.

New Theatre.—"Henry of Navarre." Miss Julia Neilson and Mr. Fred Terry.

Wyndham's.—"The Little Damozel," by Monckton Hoffe. Mr. Charles Hawtrey

The Playhouse. "Tantalising Tommy." Mr. Cyril Maude and Miss Marie Löhr.

Apollo.—"The Follies," in burlesque.

Kingsway.—"Don," by Rudolf Besier. Mr. Norman McKinnel, Miss Ellen O'Malley.

Shaftesbury.—"The Arcadians," by Mark Ambient and A. M. Thompson. Mr. Dan Rolyat and Miss Florence Smithson.

Aldwych.—"The Bad Girl of the Family," by F. Melville.

Royal Court. –"The Merchant of Venice." Mr. Arthur Phillips.

Drury Lane. — Christmas Pantomime—"Aladdin." Wilkie Bard and George Graves

His Majesty's.—"The O'Flynn." Sir Herbert Tree.

Garrick.—"Dame Nature." Miss Ethel Irving.

Adelphi.—"The House of Temperley." By Sir A. Conan Doyle.

Queen's Theatre.—"Dr. Jekyll and Mr. Hyde," adapted from R. L. Stevenson's story. Mr. H. B. Irving and Miss Dorothea Baird.

Lyric.—The Sicilian Players in repertoire of national plays.

Prince of Wales.—"The Balkan Princess." Mr. Bertram Wallis and Miss Isabel Jay.

Lyceum.—On Saturday, March 5, "The Fighting Chance," a military drama.

MUSIC HALLS.

Palace Lady Constance Stewart Richardson in classical dances, and variety entertainment

Empire Theatre. Ballet "Hullo-London and variety entertainment

Coliseum. Mr. Huntley Wright in "The Little Father of the Wilderness," a story of Canada in the early days, and variety entertainment

Alhambra. Ballet, "The Polar Star. and variety entertainment

Hippodrome. Miss Winifred Emery and Mr. Lewis Waller, and Variety Programme

St. George's Hall.– Messrs. Maskelyne and Devant's programme of mysteries.

Oxford, Tivoli, and **Pavilion Music Halls.** Variety entertainments.

PLAYS WORTH SEEING

"The Blue Bird." –This charming fancy of Maeterlinck's has now had a run of several weeks at the Haymarket Theatre. It is a delightful fairy story, as attractive to grown-ups as to children, and is by many said to be more fascinating than Mr. J. M. Barrie's famous "Peter Pan."

"The House of Temperley."—Sir Arthur Conan Doyle's robust melodrama at the Adelphi is a legitimate successor of "The Englishman's Home" in its Imperial tendencies, while as a spectacle it is one of the finest ever produced on any stage. The enthusiasm of the audience at each performance is remarkable.

At the Palace Theatre on Friday, March 4. at 3 o'clock, the Directors of the Canadian Northern Railway Co. will give under distinguished patronage an invitation matinée at which the programme will consist of a graphic and highly interesting series of newly-taken "Urbanora" life-motion pictures illustrating Canadian life and progress in the present day. The many industries of the Dominion—harvesting, logging, mining, iron-smelting, railroad constructing, apple-gathering and packing, salmon fishing and canning, farming, and many other occupations and pursuits—are vividly portrayed.

Mr. Donald Cameron, of Drinfearn, Bridge of Allan, Stirlingshire, formerly Mayor of Windsor, Ontario, who died on November 28, aged 83, left personal estate valued at £15,870, of which £12,831 is in the United Kingdom. The testator left, among other charitable requests, £3,000 to the Presbyterian Church of Canada for mission work in the North-West of the Dominion, and £200 to the Home of the Friendless, Windsor, Ontario.

WHERE TO STAY.

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TO CANADIANS VISITING ENGLAND.

You can have your mail directed to the care of H. G. McMicken, St Mary's Chambers, St. Mary Axe, London, E.C., near the Bank of England and the Mansion House, where they will be taken care of and re-directed on request. You can use his cable address "Hamigram, London," for cable messages and have them translated, using the A1, A.B.C. 4th and 5th editions, Bedford McNeill or Western Union codes, for which no charge is made. You can get your steamship tickets home via all S. S. Lines, Allan, American, Anchor, Atlantic Transport, C.P.R., Cunard, Dominion, Hamburg-American, Norddeutscher-Lloyd, Red Star, White Star, and others.

Special facilities for best accommodation at lowest rates. Tickets to all points in United States and Canada and around the World. Freight parcels and articles of every description forwarded to Canada, the North-Western States and British Columbia. Freight and passenger rates quoted on application. Advice as to best and cheapest markets cheerfully given.

IMPERIAL COLONIAL CLUB

will move to larger premises this Spring.

In the meantime hospitality is offered to members by the Ladies' Imperial Club, 17, Dover Street, W. (ladies); and the Grosvenor Club, 1a, Dover Street, and by the United Empire Club, 117, Piccadilly, W. (gentlemen).

One thousand new members will be elected without entrance fee. Special advantages to Colonials. Particulars of Secretary—

5, Albany Courtyard, Piccadilly, W.

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THE EVENT OF 1910.

FESTIVAL OF EMPIRE
AND —
Pageant of London
To be held at the
CRYSTAL PALACE ❧ MAY, JUNE, JULY.

15,000 Performers will take part in the Great Pageant of London, with a Special Contingent of Canadians in the Grand Finale—"**The Children Gathered Round the Mother.**"

EMPIRE CONCERTS.
HISTORICAL COSTUME BALL AND CARNIVAL.
MILITARY TATTOOS.
INVENTIONS EXHIBITION.

THE EVENT OF 1910.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending February 11, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
City of Cobalt	—	61,000
Cobalt Central	[illegible]	—
Crown Reserve	[illegible]	[illegible]
Hudson Bay	62,365	—
Kerr Lake	[illegible]	
La Rose	306,992	194,110
McKinley-Dar.	—	40,000
Nipissing	129,080	128,957
O'Brien	65,800	—
Trethewey	—	92,530
Silver Queen	—	65,000
Totals	909,627 (454 tons)	623,997 (306 tons)

GOWGANDA.

During the week ending February 12 Burke-Remey mine sent out 4,000lb. as a test shipment to Chippewa.

BRITISH COLUMBIA.

Shipments have been made as follows:—

BOUNDARY.

	Week ending Feb. 5. Tons.	Week ending Feb. 12. Tons.
Granby	25,453	25,770
Mother Lode	8,022	9,000
Snowshoe	3,887	4,592
Oro Denoro	350	350
Totals	37,712	39,712

ROSSLAND.

Centre Star	5,556	3,722
Le Roi No. 2	689	602
Le Roi	[illegible]	[illegible]
I. X. L.	8	—
Velvet	—	75
Jessie Bluebird	—	35
Totals	6,606	4,659

SLOCAN-KOOTENAY.

Blue Bell	33	183
Whitewater	67	21
St. Eugene	598	485
Nugget	20	—
Richmond-Eureka	107	115
Queen	19	
Emerald	93	117
[illegible]	[illegible]	110
Ruth	29	—
Bankor	1	—
Yankee Girl	303	359
Van Roi	31	—
North Star	[illegible]	[illegible]
Sullivan	359	359
Central	38	—
Standard	—	37
Rambler Cariboo		46
Mollie Hughes	—	44
Mother Lode		80
Silver King	—	[illegible]
Eastmont	—	31
Hope	—	19
Totals	2,117	2,064

SMELTER RECEIPTS.

Granby	25,453	25,770
B.C. Copper Co.	8,872	9,350
Consolidated Co.	12,671	[illegible]

An extensive find of peacock copper ore of high quality is reported to have been made to the north of Longpoint, in Notre Dame Bay, Newfoundland. The new field is in the same area as Tilt Cove, long famous for its high-grade copper ore. An assay shows that the ore yields nearly 40 per cent. of pure copper.

Timber lands consisting of 141,400 acres near the confluence of the Lillcoet and Pitt Rivers, situated a few miles north of the Canadian Pacific tracks, have recently been sold by auction by the Dominion Government in accordance with its new policy of so disposing of timber lands within the railway belt. The price realised was $24,000.

The March issue of *Night and Day*, the quarterly organ of Dr. Barnardo's Homes, states that over 400 emigrants are leaving the Homes early this month for Canada, where already 21,637 of their predecessors have been placed out with a success-rate of 98¼ per cent.

Mr. J. N. Greenshields, K.C., of Montreal, has sailed for London to discuss with the English directors of the Marconi Company the proposals to widen the scope of work and organisation in Canada.

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Gun & Rifle Makers,
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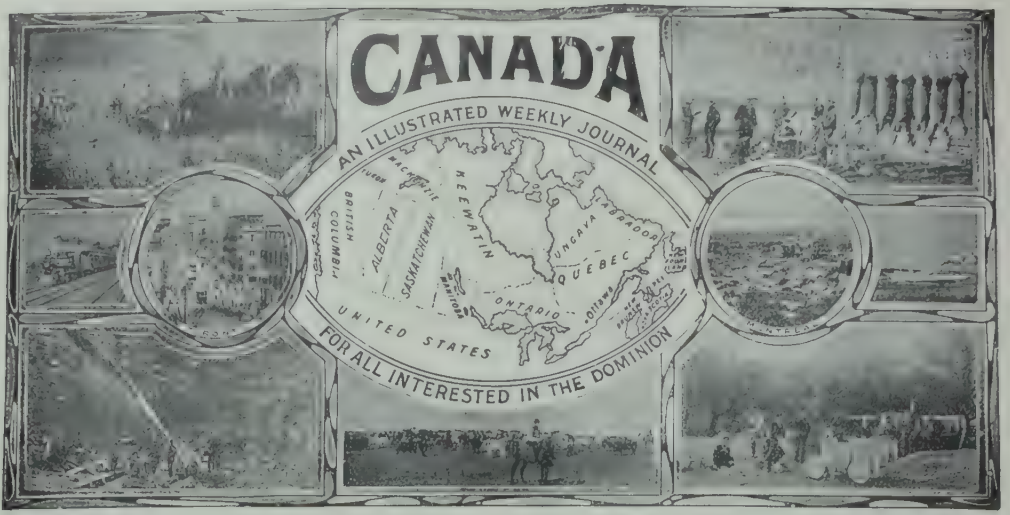
CANADA

No. 218. SATURDAY, MARCH 12, 1910. Vol. XVII. 6D. WEEKLY.

A FERTILE VALLEY IN A SEA OF MOUNTAINS.

A VIEW OF THE FINE COUNTRY IN THE COLUMBIA RIVER VALLEY, WHICH WILL SHORTLY BE OPENED UP BY A NEW BRANCH RAILWAY. (*See page* 299)



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The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

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BRITISH OR AMERICAN?

EVERY now and then much is made of the "Americanisation" of Canada; and it is suggested by some that this aspect of the life of the Dominion will lead sooner or later to its severance from Great Britain and to its becoming part of the United States. The advocacy in certain quarters of a policy of Canadian Nationalism is another phase of the same problem. The question was raised a day or two ago by a Toronto correspondent of the *Times*, in an inquiry whether his city was British or American. "There would seem," was his conclusion, "no room for doubt that, politically at least, Toronto is a British city, even if there are signs of Americanisation in its commercial methods and in some phases of its social life." But he points out with truth that "it is difficult on this Continent to resist the stream of American tendencies, and perhaps it is remarkable, in all the circumstances, that British institutions and British ideas still so profoundly influence the Canadian people."

The reasons why this is so are, of course, historical. It may be that in some respects owing largely to educational differences, as the Rev. Dr. Gray, Warden of Bradfield College, contended in his paper on "The Influence of Imperial Responsibilities on Educational Reform," at the Royal Colonial Institute, on Tuesday night—a Canadian has more in common with an American than a Briton; but the Imperial tie, with its long and lasting associations of common interest, counts for more than any merely superficial resemblances and distinctions. Canada, as Professor G. M. Wrong, of Toronto, points out in the *University Monthly*, retains that tie because there never has been any reason why she should sever it. There was, on the other hand, a reason why the United States should break the tie, and broken it was. And Professor Wrong, like most Canadian thinkers, is convinced that it will not be broken, for "it is natural, and even necessary, to Canada."

This is the view held also by Dr. Andrew Macphail, one of Canada's most scholarly and able writers, as his recently published "Essays in Politics" showed. His incisive editorial article in the current *University Magazine* furnishes a conclusive argument why the future of the Dominion should lie in closer community of interests with the Mother Country rather than with the United States. On the one hand, he points out, "We are proceeding by different paths. We are following a course which the English have travelled ever since they landed in Britain at least. The people of the United States broke into a new direction, chiefly under the persuasion of certain guides who lived in France, and in accordance with the genius of that race, had drawn up as rules for guidance certain theoretical propositions based upon hypothetical considerations. It has come to be a question between experience and theory." As he urges in his essay entitled "New Lamps for Old":—"Instead of seeking out new devices of government, we should rather employ those which we have. These institutions have carried us along the stream of history for twenty centuries, and have grown stronger and more suitable for our needs with every emergency which has arisen."

National and racial characteristics, quite as much as political considerations, point to the same conclusion. In his essay, Dr. Macphail demonstrated by appeal to the facts of the situation, as admitted by Americans themselves, that the people of the United States had not, "after a century and a half of experiment, evolved a political condition which is satisfactory to a sane man." He now shows that this holds good of the nation considered as a whole, and not only in that one aspect. The American Republic may be, as has been urged, "a great big fact," but Dr. Macphail reminds us that "a nation is not great because it is rich." It is indeed a damaging estimate of America's social condition—truly "awful in its severity"—which he quotes from General Lee's new book, "The Valour of Ignorance":—"High and low, the ambitions of the heterogeneous mass that now riot and revel within the confines of this Republic only regard it in a parasitical sense, as a land to batten on and grow big in, whose resources are not to be developed and conserved for the furtherance of the Republic's greatness, but only to satisfy the larval greed of those who subsist upon its fatness." And how truly heterogeneous is this mass is strikingly dwelt on by Dr. Macphail in pointing out the way in which the significance of the term "American" has changed, so that it "no longer distinctly specifies the noble remnant to which it once applied." The census returns show that "the majority of the people of the United States do not belong to the race whose native tongue is English. If the inhabitants of New York be conceived of in the image of one man, 73 per cent. of him will be born of foreign parentage. The typical Chicagoan is 77 per cent. alien. In the chief cities three-quarters to four-fifths of the population are of foreign parentage. In all the North Atlantic States the proportion of alien born to natives is as 51 to 100. . . . Deducting the negroes in their increased numbers from the population, the returns yield a percentage of 56.8 as born of foreign parentage, and this estimate makes no account of population derived from Continental Europe more than one generation ago."

Comparisons may be odious, and Dr. Macphail may run the risk of being called a pessimist for his pains; but is there not an undertone of truth as well as solemnity in his warning to Canadians? "We are," he says, "following in the same path, scouring the world for immigrants, scattering our heritage to the right and the left for the benefit of anyone who may seize upon it. Our notion of 'developing the country' is to eviscerate it, mining the phosphates and nitrates from the soil under a pretext of farming, ravaging the shores for fish, and felling the forests with axe and fire. When this work is accomplished—What then? Nothing but the record of a lost race in a dead sea, known as America. A nation which does nothing for civilisation is a parasite. Better for us that we should remain a parasite upon England than a parasite upon a parasite, even if we should run contrary to that destiny which Mr. Goldwin Smith declares that Providence has decreed for us. Possibly we shall do neither." The Mother Country, on her part, must help Canadians to realise that it is to their interest in every way that their destinies should continue to be bound up with the British Empire.

◆

NOTES OF THE WEEK.

The Bid for Canada's Trade. The Germans, to use a colloquialism, know a good thing when they have got hold of it. Already the German-Canadian Economic Association, which was largely responsible for the conclusion of the new commercial agreement, is taking preliminary steps for its conversion into a permanent Treaty of Commerce. The success of the Association's previous efforts is an indication of what may be expected from its further activity in the direction of "safeguarding German interests in the Canadian markets." The visit to Ottawa of the American Tariff Board Commissioners further emphasises, as we have already pointed out, the growing importance that is being attached to the increase of Canada's trade. The significance of the situation is well brought out by the *Monetary Times*, of Toronto, when it says: "Four nations—Great Britain, the United States, Germany, and France—undoubtedly during the next few years will wage a competitive battle for the largest share of Canada's imports, and one which may prove unique in the annals of America. The keen edge will probably be felt most by the first three countries. The possibilities of Germany's import trade to this country will necessitate strenuous energy on the part of the United States to maintain its advantages, and by Great Britain to increase the decisive foothold it has obtained in the Canadian market." The United States Government is at present exerting itself to the utmost to secure its position. Is the British Government to continue to do nothing—to content itself with seeing Canada's vast markets seized upon by foreigners?

* * *

The Cost of Canada's Navy. Canadians continue to be divided into various schools of opinion over the character of their contribution to the Navy, and in the Dominion Parliament the end of debate is not yet. Nevertheless, the prevalent opinion appears to be that expressed by Mr. J. M. Clark, K.C., of Toronto, at the meeting of the British Empire League. Canada, he said, had determined to take her fair share on proper terms in the defence of the Empire, and the differences were only as to methods of carrying that determination out. One of the chief difficulties of the doubters—a difficulty not confined to one particular scheme—is the question of cost. This problem has been worked out in a rather striking way by the *Ottawa Journal*, in order to meet an allegation that the farmers of the Dominion cannot afford to meet the contribution asked of them. "Government reports," the *Journal* says, "show that the value of field crops in Canada last year amounted to 532 million dollars, and the value of dairying products to 100 million dollars. Adding to this the produce of the country's flocks and herds, the total Canadian farming produce under these three heads comes close to 1,000 million dollars; and this is equivalent to 135 dollars per head for every man, woman, and child in Canada. And yet a Canadian navy is to protect these very crops as they are in process of shipment across to the markets of the old world; to ensure the safety of this dairy produce and these herds as they find their way to the ultimate consumers. The value of these goods alone amounts to $135 per head of population; the cost of the naval protection will amount to 45 cents per head of population. Few insurance companies in the world can offer such rates as this." Whatever may be individual opinions on the manner of spending the money, these figures are certainly worth keeping in mind.

* * *

Choosing a Governor-General. Though the Press of the Dominion is taking an increasing interest in the appointment of a successor to Earl Grey, it is somewhat difficult to gauge the general opinion as to what type of representative of the Sovereign would recommend himself to the approval of the majority of Canadians. The *Manitoba Free Press* suggests that a "commoner" would be quite as welcome as a "peer," providing he was the right sort of man. The suggestion should be appreciated by Mr. Asquith, but we are afraid there would be quite as much difficulty in picking the "right sort of man" out of the one Chamber as the other, particularly if he is to be something more than a nonentity. Canadians do not want a mediocrity at Rideau Hall, but, on the other hand, his Excellency must not indulge in "stirring speeches," unless they are confined to advertising the advantages of the Dominion as a field for the suitable settler, the tourist, and the capitalist. It is less difficult for the mediocrities, than for men of the type of Earl Grey and most of his predecessors totally to suppress their personal feelings upon those problems, affecting the Empire which must always be uppermost in the thoughts of the genuine statesman. But whomever Mr. Asquith recommends as the representative of his Sovereign at Ottawa, we express the pious hope that he will not deliberately choose a colourless mediocrity. Were he ten years younger, we suppose there would be a general wish to see Lord Strathcona at Rideau Hall, though Lord Strathcona has given expression to some strong "Imperial sentiments" in his time.

* * *

The Uses of Advertisement. "You's got to advertise if you want people to know you're on earth," says the Gorilla in the American fable. "It's the Lion's roar that makes him the King of Beasts. The person who makes a Big Noise gets to the front." The Rabbit (we are further told) pondered these words, and was convinced. Some time later he rose on his hind legs in the thicket and screamed. A Coyote, learning of the Rabbit's whereabouts by his noise, hopped on to him and ate him. The moral this is intended to inculcate is:—"If you haven't got the goods, don't make any noise at all." The fable, however, has no terrors for Canada. The Dominion has the goods if anybody has, and has very properly not been silent about them. A notable tribute to the success of that policy has been paid by Sir George Reid, the new Australian High Commissioner in Great Britain. The one real reason, he declares, why Canada is so far ahead of Australia in regard to immigration is her extensive advertising. Into the merits of the question raised there is no need to enter at the present moment; but Australia's realisation that "Sweet are the uses of advertisement" cannot fail to act as a stimulus to the Dominion to follow up the advantage already obtained. We look for the best results from the new friendly rivalry Sir George Reid's arrival has set up. It cannot be overlooked that this spring a special desire is being manifested throughout the Dominion for greater prominence being given to the wealth of its natural resources. For instance, we have the St. John *Telegraph* saying that "New Brunswick is not a good advertiser." "There are," it points out, "great natural resources along our new lines—timber, minerals, water power, farms, mill sites. The Province and the railroads, the Boards of Trade—all Boards, in fact—ought to be making these advantages known to the world." That is good advice, and it ought to be taken to heart by the powers that be, not only there, but in every Province from the Atlantic to the Pacific.

* * *

The C.N.R. Royal Steamship Company. The announcement that the third great Canadian railway company is seriously to enter into the steamship business has naturally excited much attention, and the performances of the *Cairo* and the *Heliopolis*, under their new names of *Royal Edward* and *Royal George* will be watched with much interest, all the more so in expert marine circles owing to the fact that they differ considerably from the type of steamship employed by all the great existing transatlantic lines. When employed on the short route between Marseilles and Alexandria, for which they were specially constructed, both vessels attained a sea speed greater than that of any vessels now running direct to Canadian ports, viz., a fraction under twenty knots per hour. The title chosen by the Canadian Northern Railway for its new venture—the C.N.R. Royal Steamship Company—is certainly attractive. The Canadian Pacific Steamship service has received its best advertisement through the performances of its *Empresses*, while this week we have seen the president of the Grand Trunk System giving a send-off to the second of those *Princes* which are eventually to make that great corporation equally famous on the Pacific and the Atlantic. Such events are additional evidences of the progress which Canada is making, and we have the authority of Sir Montagu Allan, a son of the founder of the oldest Canadian steamship company, for the statement that the overseas trade of the Dominion is growing so rapidly that there will be freight and passengers for all to carry.

* * *

Bisley and the Ross Rifle. Judging from the cabled report of the protest made in the Dominion House of Commons as to the regulations of the National Rifle Association regarding the use of Service rifles at the coming Bisley meeting, there has been some misapprehension upon the part of both Col. Hughes, M.P., and the Premier. According to the official statement made by Lord Cheylesmore and the opinions expressed by other prominent members of the N.R.A. executive, the new regulation is not intended to prevent the use of the Ross rifle at Bisley, but merely to disarm criticism by providing that an exact counterpart of the rifle to be used as a "Service" rifle at Bisley shall be deposited with the N.R.A. three months before the meeting commences. It is only fair to the National Rifle Association to recall the fact that last year the protest against the use of the Ross rifle was raised only by members of the team from South Africa. After the meeting was over it was freely stated that the Council of the N.R.A. had been led to allow the use of a weapon by the Canadian team which could not be described as a "Service rifle" within the meaning of the rules, inasmuch as it differed from the rifle which was being served out to the permanent military forces of the Dominion. Because the N.R.A. has decided to take precautions against any similar unpleasantness arising at a future meeting it seems unfortunate that the discussion upon the subject has taken a tone which threatens to disturb the good feeling that has generally characterised all the competitions in which teams from various parts of the Empire have taken part. The explanation given by Lord Cheylesmore will, we hope, remove any impression that there was an intention to prejudice the Ross rifle. If such competitions were being held in any foreign country regulations which insisted upon the exact pattern of each "Service" arm to be used being deposited in advance would be looked upon as eminently reasonable.

* * *

Winter March by Canadian Militia. Some time ago we pointed out, in view of the difficulties which a Canadian winter would add to campaigning, the necessity for a certain amount of winter training being undertaken by Canadian troops. It is gratifying, therefore, to notice the carrying out of a very severe test by that fine Canadian permanent force the Royal Canadian Horse Artillery, consisting of a four days' march under service conditions. The guns and transport wagons were mounted on sledges, all food was cooked on the journey, and both men and officers bivouacked in the snow. General Sir Percy H. N. Lake, who is the Inspecting Officer of the Canadian Militia, accompanied the column, and doubtless was able to gain much useful experience of the marching and manœuvring under exceptionally adverse conditions. The morale of the men throughout was excellent. In addition, further evidence of the excellent *esprit de corps* which exists in the R.C.H.A. is afforded by the fact that only volunteers were accepted for this trying march, yet the work of selection was by no means easy, for every man in the batteries volunteered for the duty. Sir Frederick Borden is to be congratulated upon the success which has attended this test.

* * *

Scotland and Canada. The leading Scottish newspapers are following closely on the heels of their English contemporaries in devoting special attention to Canadian affairs. The *Aberdeen Free Press* and the *Dundee Advertiser* have just come into line with the *Scotsman* and *Glasgow Herald* by supplying their readers with a weekly page devoted to the Oversea Dominions, particularly Canada. The *Free Press* is, in addition, to be congratulated on the fine 22-page supplement it has issued, devoted entirely to Canadian interests, and containing articles by experts on various aspects of the agricultural, commercial, and industrial development of the Dominion. This is just as it should be. Scotland has undoubtedly closer interest in and better appreciation of the potentialities of the Dominion of Canada than any other part of the United Kingdom. Scottish enterprise and Scottish money played a large part in the early development of British North America, and they continue to do so to-day, as the characteristically Scottish names borne by many of Canada's leading men attest. Every year, too, scores of farmers and farm-servants from the northern straths and dales cross the Atlantic to till the soil according to the successful methods of their own country. As Lord Strathcona said in an interview published on the *Advertiser's* first Empire page, "The Scottish settlers are excellent as a whole. They adapt themselves readily to Canadian life, which, after all, is very much the same as they were accustomed to at home. Now that the Scottish people are becoming better acquainted with the conditions of life in Canada, they are glad to go out, and for the past two or three years the stream of emigration from Scotland has been growing. It rests entirely with themselves whether they succeed." In thus taking up the interests advocated more particularly in *Canada* and other weekly journals, these Scottish daily newspapers are showing themselves alive to both the wants of their readers and the spirit of the times.

* * *

A New Era in Montreal Much is looked for from the inauguration of the new régime in Montreal. Ex Mayor Payette is confident that the city is entering upon a new era. The municipal investigations on the one hand and the recent epidemic on the other undoubtedly combined to influence public opinion in the direction of reform. The personnel of the Board of Control has been welcomed as a guarantee that public probity will be safeguarded. As to the hygienic and sanitary conditions of the city, the ex-Mayor pointed out in his valedictory address that the recent elections had made the City Council, as it were, a congress of hygienists, seeing that at the head of the municipal administration are no fewer than seven physicians, some of whom are among the leading members of the medical faculty of the city. For the rest, the outline of the Board's policy, given by Mayor Guerin in his inaugural address, shows that the new members are not blind to their responsibilities. It includes more businesslike administration, the provision of a pure water supply, better streets and street-lighting, the placing of all electric wires underground, and the formulation of a general plan for the future development and the growth of the city in all directions. If these promises are fulfilled there will be no standing still so far as Montreal is concerned. Already its revenue amounts to $6,000,000 per annum, while its rateable value has increased since 1889 from $95,913,927 to $271,454,374.

NEWS BY CABLE.

The representatives of the United States Tariff Board at Ottawa have had several conferences with Sir Wilfrid Laurier, the Hon. W. S. Fielding (Finance Minister), and leading Government officials. The Commissioners (says the *Times*) are unable to secure any definite assurance that Canada will extend the advantages of the French treaty to the United States, or will admit American imports under the intermediate tariff, which is essentially a tariff designed to effect reciprocal agreements.

In the Dominion House of Commons the Hon. W. S. Fielding, Minister of Finance, replying to Mr. Owen, one of the members for Northumberland (Ontario), said that in his opinion the trade convention with France and the removal of the German surtax did not forfeit the rights of Canada for favourable tariff treatment by the United States.

Six steerage passengers were caught by a great wave in the Canadian Pacific liner *Empress of Britain*. Mr. E. James, of Bromley, Kent, sustained a fracture of the skull and died shortly afterwards. Mr. Arthur Ellingham, of Birmingham, had his leg broken.

A snow train, consisting of a locomotive and a rotary plough, together with a hundred men, was buried by an avalanche on Friday night a mile west of Roger's Pass, on the Canadian Pacific Railway. The total number of lives lost is estimated at 62, of whom 37 are Japanese. Nearly all the dead were employés of the railway company.

CONSERVING INTERNATIONAL FISHERIES.

Report of the Joint Commission.

The report of the International Fisheries Commission, consisting of Professor E. E. Prince, representing Canada, and Mr. David Starr Jordan for the United States, appointed to prepare a system of uniform regulations for the protection of food fishes in international waters of Canada and the United States, has been laid before the Dominion House of Commons.

The regulations apply to Passamaquoddy Bay, St. John; and St. Croix rivers, Lake Memphremagog, Lake Champlain, the St. Lawrence, where it is the international boundary; Lake Ontario, Niagara River, the waters between the Lakes Erie and Huron, Lake St. Clair; Lake Huron, excluding Georgian Bay; St. Mary's River, Lake Superior, Rainy River and Lake, Lake of the Woods, Strait of Juan de Fuca, parts of Washington and Puget Sounds, and the Gulf of Georgia. No regulation is to apply to the St. John River unless specially mentioned.

By the main regulations the use of explosive or poisonous substances in capturing fish is prohibited, and also the placing of any matter offensive or injurious to fish in waters. Fish may be taken at any time for hatchery purposes. Seines for taking minnows as bait are allowed. The close season for black bass is from March 15 to June 15 inclusive. Use of nets in bass spawning grounds is prohibited, and also under ice. No black bass, brook trout, landlocked salmon, or maskinonge shall be fished for, killed, or captured for commercial purposes in treaty waters. No salmon or steelhead of less than 3lb. shall be fished for in treaty waters or taken by a net of any sort above tidal water.

During a term of four years from the promulgation of these regulations no sturgeon shall be taken in treaty waters. Capture of fish for fertiliser or oil, and by spear or torching, is prohibited. In Passamaquoddy Bay, the close season for herring on spawning grounds is from July 16 to October 16.

From August 15 to March 1, salmon fishing is prohibited. No lobster less than 4¾in. shall be fished for in these treaty waters.

The salmon close season is from August 15 to February 1. The close season for black bass is fixed from November 1 to June 15. The close season for yellow pike in Lake Champlain is April 15 to May 15.

On the Great Lakes, taking white fish or trout less than 2lb. is prohibited. Yellow pike must be 13in. long. Black bass, brook trout, etc., must be taken by rod and line. The size limit for bass is placed at 10in., brook trout 7in., maskinonge 24in. Nets are prohibited in St. Mary's, St. Clair, Detroit, Niagara, and St. Lawrence. Trap nets in Lake Erie are prohibited. In Lake of the Woods the limit for white fish and trout should be 2lb.

It is recommended that the natural history and habits of each species be studied, that artificial propagation be continued, that violations of regulations be an indictable offence, and that a concurrent licence system be enforced.

PROGRESS OF THE GRAND TRUNK PACIFIC.

AN INTERVIEW WITH THE PRESIDENT.

Mr. Hays refers to carrying wheat this autumn to the Great Lake ports and states that all profits of the Grand Trunk Pacific Development Co. solely benefit shareholders of the Grand Trunk Company.

"We are well satisfied with the progress being made in the construction of the Grand Trunk Pacific Railway; before the next harvest is ready to be handled we shall be able to carry heavy traffic right through from West of Edmonton to the steamships on the great lakes at Fort William, and it is safe for me to say that a regular service of passenger and freight trains will be running on the G.T.P. tracks to Prince Rupert, our Pacific terminus, in 1913." The foregoing statement was made to a representative of *Canada* last Tuesday, by Mr. C. M. Hays, who is paying his first visit to England since his election to the office of president of the Grand Trunk System, in addition to that of president of the Grand Trunk Pacific Railway. "During the coming season," said Mr. Hays, "we expect to be constructing the line rapidly, both westerly from Wolf Creek, the point to which the steel has already reached, and easterly from Prince Rupert."

After alluding to the improving traffic returns along the older lines of the company and the bright prospects for that steady progress in the prosperity of the country which meant so much to transportation companies, Mr. Hays answered an inquiry as to the rumoured extension of the Central Vermont portion of the G.T.R. system southerly to the large manufacturing city and port of Providence in the State of Rhode Island. "Everything (he said) depends upon the action of the legislature of the State in regard to the charter which we have applied for, the granting of which would be a boon to the growing manufacturing industries in this section, which are now dependent upon one route for sending their products to the growing market in the north-west. If the charter is not granted, we can only assume that the people of the State are, at present, satisfied with their existing transportation facilities. When our line is through to the Pacific coast (added the president of the G.T.P.) there will be a speedy appreciation of the fact that we possess not only the shortest route to the rising towns of the Canadian North-West and the ports north of Vancouver, but also via Prince Rupert to the great markets of China and Japan, whose trade with our continent will become enormous under a system of wise statesmanship.

THE G.T.P. LAND DEVELOPMENT CO

Questioned as to the policy of the Grand Trunk Pacific Railway in regard to the townsites springing up along the new transcontinental line, Mr. Hays said: "In the first place, remember that the Grand Trunk Pacific Development Co. is in reality part and parcel of our system; its receipts go into the common fund of the shareholders. It is not in any sense a private company of individuals, nor does it deal with any particular townsites, but with all, whether they be at Prince Rupert, Edson, Wainwright, Watrous or elsewhere. Moreover, we are working in harmony with all the many and various existing land companies which own unoccupied territory in the vicinity of our lines. If there is any syndicate in the United Kingdom which proposes to erect elevators, to take up mining claims, to establish industries, or to introduce settlers into large areas upon an organised plan, we can offer them a large choice of localities. Our Land Commissioner, Mr. G. W. Ryley, whose head office is in Winnipeg, is able to bring such syndicates or individuals into immediate touch with all or any of the owners of such lands. By helping the settlement of our neighbour's properties we are, of course, improving the value of our own, and for the present at all events, some of the land in other hands than ours may be the more suitable for immediate settlement or exploitation." Incidentally, Mr. Hays mentioned that in the vicinity of Prince Rupert the G.T.P. Development Co. had control of 15,000 acres of land of known mineral value.

On Thursday Mr. Hays attended the launch of the s.s. *Prince George* from the Wallsend yards of Messrs. Swan, Hunter, and Wigham Richardson, Ltd., and he will also inspect the sister ship, *Prince Rupert*, which is nearly ready to sail for the Pacific coast to inaugurate an extensive freight and passenger service between the principal ports between Seattle and Prince Rupert. Asked as to the rumoured entrance of the G.T.P. into the transatlantic and transpacific steamship service, Mr. Hays said: "Wait awhile."

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A FAMINE IN LABOUR.

Mr. Ross J. Heseltine, American Vice-Consul-General at Halifax, reports to his Department that with a continuance of prosperity in Canada a famine in labour is probable when outdoor work commences in the spring. He calls attention to the fact, already mentioned in *Canada*, that figures obtained recently from manufacturers throughout the Dominion showed that 32 per cent. need help—463 asking for 5,962 hands. This, in view of the cessation of outdoor work during winter, which should naturally provide abundance of labour, is rather remarkable, says Mr Heseltine. British Columbia needs lumbermen, skilled and unskilled, at once; Manitoba needs skilled labour in the ironworking, clothing, and printing trades; Quebec requires trade labour in many lines of manufacture; metal-workers and trade labourers are in demand in Ontario.

Mr. Donald Macmaster, K.C., D.C.L., M.P. for the Chertsey Division of Surrey, made his maiden speech at Westminster on Thursday of last week on the financial situation, following the Chancellor of the Exchequer. He was heartily cheered by the Opposition.

THE "VIPER" AND HER SUCCESSORS.

Interesting Letters from a Ship-building Firm.

Mr. Herbert Rowell, of Messrs. R. and W. Hawthorn, Leslie, and Co., Ltd., the well known engineers and shipbuilders of Hebburn-on-Tyne, writes:

"The interesting illustration of the *Viper II.*, a Canadian-built motor-boat, published in your issue of February 12, has caused correspondence to be addressed to me, which leads me to think that the enclosed photograph of the original *Viper* will be of interest. This vessel, which was designed by me, was built by my company, and engined by the Hon. Charles Parsons. The turbines fitted were the first marine turbines, apart from his experimental vessel of relatively small power. The speed attained with the Admiralty officials on board, and consequently without undue press For one hour, 36.581 knots—mean speed, 42 miles; fastest pair of runs, 36.849 knots—42.43 miles; fastest run (singular), 37.113 knots—42.73 miles. This result was not obtained by cutting down the weight of the hull, as the *Viper* was the heaviest and strongest destroyer built up to that time, and when lost by stranding on the Channel Islands she was destroyed by dynamite to prevent her being copied. The speeds referred to were achieved on a trial run in the open sea in loaded condition on July 13, 1900, with two propellers on each shaft, and, in spite of the progress that has been made during the ensuing ten years in the design of high-speed craft and high-speed propellers, these results, which certainly could have been surpassed by the same vessel with further experiments, still stand for record speed for all classes of vessels."

THE T.B.D. "VIPER" ON HER TRIALS.

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THE UNIVERSITY LACROSSE MATCH.

Seven Canadians in the Oxford Team.

On Thursday of last week, in delightful weather, which brought out a good attendance of interested spectators, the eighth annual lacrosse match between Oxford and Cambridge Universities took place at Cambridge, the Light Blues winning, after a fast and very exciting game, by the score of nine goals to six. Cambridge have thus six wins to their credit since the match was instituted, as against Oxford's two. Additional interest was lent to the game this year by the fact that it was not only a University, but almost an inter-Empire, contest. Of the Oxford twelve nine were Rhodes Scholars, seven of whom were Canadians. On the other hand, the Cambridge team was entirely British, with eight players from Ley's School, Cambridge, so that as the *Times* correspondent pointed out, it was really Great Britain against Greater Britain, with the result in favour of the Home Land.

The Canadians in the Oxford team were: G. Lanctot (Laval University, Montreal, and St. Catherine's), goal; F. E. Hawkins (McGill University and University) and R. Spread (Upper Canada College, Toronto, and Exeter), defence fields; N. S. Macdonnell (Queen's College, Kingston, Canada, and Balliol) (captain), centre; H. T. Logan (McGill University and St. John's) and A. Yates (McGill University and St. John's), attack fields; and C. A. Adamson (University of Manitoba and Merton), first home.

Mr. C. A. Adamson (University of Manitoba and Merton), who played so superb a game against Cambridge in the Inter'Varsity lacrosse match last week represented Oxford against the sister University in the middle-weight event of the boxing and fencing contest. The *Observer* says: "Donald Portway (of Cambridge), previously thrice successful in the middle weights, will find himself up against a better boxer than Oxford has yet put into the ring against him. C. A. Adamson is Portway's opponent, and this contest promises to provide the 'tit-bit' of the evening. Adamson is a Canadian Rhodes scholar, very clever on his feet, and possessing a good hard punch with either hand. He will make Portway go all the way, even if, as is by no means certain, the Light Blue should ultimately win." Mr. Adamson lost on points.

Fred Meadows, of Toronto, recently won a fifteen-mile race, described as one of the greatest indoor professional running races ever seen in the United States. His time—1 hr. 21 mins. 24 1-5 secs.—is the fastest ever made in Madison Square Garden, but is 9 1-5 secs. behind his own world's record made the week before at Toronto. Meadows thus established himself undisputed champion of the world at his own distance. Acoose, the Canadian-Indian from Grenfell, Man., finished a poor fifth, while Sellen, another Torontonian, was third.

THE R.C.H.A.'s WINTER MARCH.

Four Days in the Snow.

An important experiment in winter training was carried out by the batteries of the Royal Canadian Horse Artillery stationed at Kingston, Ontario, recently, with the purpose of testing the suitability of winter equipment for campaign purposes. The 150 officers and men and 140 horses engaged returned to their barracks at Kingston none the worse for their experience. The whole march from the Limestone City to Sharbot Lake and return was a continuous conflict with frost and snow, while the roads were rendered difficult because of the drifts.

One day was devoted to taking up positions on high ground, and a very exciting day it was. The work in which both the 12-pounders and 18-pounders moved was very satisfactory. On the return to camp the men made ready to spend the night in the woods. At about eight o'clock it commenced to snow. The big flakes began to tell on the fires and gradually they succumbed. The storm continued nearly all night, and by the morning the sleeping artillerymen were merely so many hummocks in the snow. They were, however, no worse, and started on the day's march in high spirits.

AN 18-POUNDER ON BOBSLEIGHS.

Sir Percy Lake and Lieutenant-Colonel Burstall can be seen on the left. (From a photograph in the *Canadian Courier*.)

The march was under the command of Lieut.-Colonel Burstall, and the immediate inspection of Sir Percy H. W. Lake (the Inspector-General of Canadian Militia). Four twelve-pounder guns and two of the new eighteen-pounders were taken on sledges, as well as 300 rounds of ammunition. The men were served out with heavy woollen socks and beefhide moccasins, together with heavy cravats, toques, and mitts. The Army Service Corps baked bread, which was packed into hired milk wagons heated with oil stoves. Cooking utensils and apparatus were taken along, and the cooks prepared the food for the men and officers en route. The route chosen was over some of the heaviest roads in the district, which were rendered worse by heavy falls of snow. During the march the ability of the sledges to stand the shock of firing was tested. Up to the present a suitable winter gun-carriage had not been built, the sleighs breaking up under the recoil of the heavy ordnance. All the men who went on the march were volunteers selected from the "A" and "B" batteries of the R.C.H.A. When informed of the proposed march every man volunteered. The result was that the men selected were a strong, sturdy lot, and looked fit for a march to the North Pole. Many of them are old campaigners. Several wore the medal for the North-West campaign of '85, and there is at least one who marched with Roberts to Cabul, and a large number who have seen service in India, Egypt, South Africa, and Abyssinia.

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THE QUEEN'S OWN RIFLES' VISIT TO ALDERSHOT.

The visit to Aldershot which Colonel Sir Henry Pellatt is arranging for the Queen's Own Rifles, a Canadian Militia regiment with headquarters at Toronto, has received official recognition by the Imperial Government. The Right Hon. R. B. Haldane, Secretary of State for War, speaking in the House of Commons on Monday, said:—"Canada is sending over the 2nd Regiment Queen's Own Rifles, which are expected to arrive about August 28, and take part with the Aldershot command in the Army manœuvres."

The visit has been organised in celebration of the jubilee of the regiment, which falls due in June next. It is announced that the occasion is also to be marked by festivities, which are to extend over a week, the chief feature of which is to be a pageant representing four great epochs in Canadian history. It is now interesting to note that the centenary of a Canadian regiment is approaching. The Prince of Wales' Regiment, formerly the First Montreal Rifles, holds the pride of place as the "First" regiment of the present Militia forces of Canada, the change of name dating from the occasion of the visit of his Majesty the King to Canada in 1860. In the light of army precedent this regiment claims descent from the Montreal Rifles of the rebellion of 1837-8, and it also had a personal connection through at least one, if not more, of its officers with the "First" Militia Battalion raised for the war of 1812.

"Emigration" is the title of a useful handbook issued by Messrs. Bell and Park, passenger tourist and shipping agents of Bath, Exeter, Oxford, and Yeovil. The information is brought up to date. Special attention is given to the Canadian North-West.

THE ROSS RIFLE.

Bisley Situation Cleared Up.

An unfortunate misunderstanding, now, it is hoped, happily cleared up, seems to have occurred in connection with a regulation passed by the Council of the National Rifle Association, which organises the great Bisley meeting. A rule has been made by the Association that no Service arm other than that of Britain is to be used at Bisley unless the Association is given an opportunity of inspecting the rifle three months in advance.

Remembering, possibly, the objections lodged against the Ross rifle, the Canadian Service arm, at Bisley last year, Colonel Hughes, President of the Dominion Rifle Association, in the Dominion House of Commons made an important reference to this regulation, moving an adjournment in order to discuss the rule, by which, he said, discrimination was made against the Canadian arm. Colonel Hughes added that as long as the Canadian marksman used the service arm of the Mother Country there had been no such a rule. It was brought in only after the Ross rifle had made such a splendid record at Bisley. The object of the rule was to create uncertainty in the minds of riflemen as to whether or not the rifle would be accepted. As a result, riflemen were afraid to invest in the Ross rifle. He advised the Government to notify the British Government that a team will not visit Bisley unless the rifle approved by the Dominion is accepted.

Sir Wilfrid Laurier, without committing the Government to action, agreed that there was much force in Colonel Hughes's observations.

LORD CHEYLESMORE'S CABLE.

Upon this news being received in London, Lord Cheylesmore, chairman of the N.R.A., in the course of an interview, said:—

"The rule is not directed against the Ross rifle at all. The only intention of the Council in framing the rule was to secure a sealed pattern of every Service rifle, so that those used in the various competitions limited to Service rifles can be compared with it. We do the same thing with our own Service weapon, solely for the purpose of seeing that no improvements are applied on the spot which would give a competitor an unfair advantage."

Thereupon the following cable was, with his lordship's sanction, sent to Canada:—

"Ross rifle not barred. Only condition rifle must be lodged with National Rifle Association three months before meeting to ensure it being of Government pattern as used."

This message should have the effect of quieting all fears as to the suspension of the rifle in question.

The meeting of the National Rifle Association at Bisley will take place from July 4 to July 16, both dates inclusive, this year.

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AN EMPIRE DAY COMPETITION FOR RIFLE CLUBS.

Conditions have been published regarding the *Daily Mail* Empire Day rifle contest for this year, to take place on Empire Day (May 24), Saturday, May 21, or Monday, May 23. The prize is a 200-guinea challenge trophy, which was won last year by the Bathurst Civilian Rifle Club of New South Wales. The conditions are seven shots and a sighter at 200, 500, and 600 yards with any .303 Service rifle and any ammunition. The competition is confined to Militia, Volunteer, Police, or Civilian Rifle Clubs in the British Empire (or British Rifle Clubs in foreign countries). Secretaries of rifle clubs should send particulars to the Organising Secretary, *The Daily Mail* Empire Day Rifle Contest, Carmelite House, London, England.

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THE MONTREAL BOY SCOUTS.

Colonel Gardner, who has been organising the Boy Scouts in Montreal, announces that the personnel of the Advisory Council, which will be consulted on all matters of importance in connection with the work of the boys, is as follows: The officer commanding the Quebec command; Lieut.-Colonel Renouf, 2nd Regiment, Canadian Artillery; Lieut.-Colonel John Carson, 5th Royal Highlanders; Lieut.-Colonel Labelle, the 65th Regiment; Lieut.-Colonel Richard Costigan, the Artillery Brigade; Major W. O. H. Dodds, 21st Field Battery; Dr. George Fisk; Dr. Charles McEachran; Mr. E. Herb Brown.

In addition to these gentlemen, the following are actively associated with Colonel Gardner in organising and drilling the scouts: Mr. A. Salts, secretary; Rev. A. P. Shatford, of the Church of St. James the Apostle, chaplain; Surgeon-Major E. R. Brown, 5th Royal Highlanders, surgeon; Captain R. Lightbound, late S. A. C. Staff; Lieut. Thom and Lieut. Lowe, signalling officers.

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THE C.N.R. KINEMATOGRAPH PICTURES.

The excellent series of kinematograph views taken by the Charles Urban Trading Company, Limited, of scenes in the districts served by the Canadian Northern Railway were again shown at an invitation matinée at the Palace Theatre on Friday of last week. We described the series very thoroughly on the occasion of their former presentation, and it will now suffice to say that all the former pictures were reproduced, with the addition of some views of the *Royal Edward* and *Royal George*, the steamships with which the C.N.R. are to inaugurate a new service between Great Britain and Canada. A large and appreciative audience, consisting largely of stock-holders in the company, was present, as well as Mr. D. B. Hanna (third vice-president) and Colonel Davidson. Mr. C. N. Harding (secretary of the company) explained the pictures as they were shown on the screen.

A number of the kinematograph films which were taken last year of the work of laying the tracks of the Grand Trunk Pacific are being shown this week at the Holborn Empire.

A Progressive Policy for Newfoundland.—II.

By P. T. McGRATH.
(*Special to Canada.*)

St. John's, Newfoundland.

THE development of agriculture throughout the Colony is also to be vigorously undertaken. The impression is usual abroad, and not uncommon at home, that Newfoundland is not an agricultural country, but, none the less, agriculture stands second in the table of our industries in point of value. It is true that the island has no export of farm stuffs, but the domestic agricultural product is by no means unimportant. Still, it is correct in a sense, that the industry is only in its infancy, because one-fourth of the imports of the island every year are represented by articles of food of an agricultural character. In this amount some $1,800,000 is due to imports of flour, Newfoundland being the largest consumer of flour per head of any country in the world, its consumption being double that of Canada. This is explained by the fact that wheaten bread forms one of the chief items of the food of the people, and that their limited dietary includes only two or three vegetables — potatoes, turnips, and cabbage principally. So far, wheat of a type to suit the climate has not been perfected, but it is believed that may come in the future. Meanwhile, however, it is felt that a great deal can be accomplished, if the total of potatoes, turnips, cabbage, hay, oats, meals, butter, and other such articles that the colony requires for domestic consumption could be produced, as in these few items the total importation annually is about $620,000. The Government, therefore, is providing for agricultural societies all over the island, with grants from the public funds in aid thereof; the distribution of new reliable seeds and live stock through the agency of these societies; the holding of agricultural exhibitions; the teaching of agricultural subjects in the schools; the encouragement of sheep-raising, and the manufacture of woollens, and generally agricultural development in all its branches.

THE HON. DANIEL MORRISON.
Minister of Justice in the Newfoundland Cabinet.

The problem of fuel has become an all-important one for our people in recent years. That coal exists in the island has been guaranteed by scientists of international repute, and borings have revealed the presence of several beds. But thus far it has not been found in quantities sufficiently large to warrant working on a large scale. Various attempts have been made to locate coal beds which would enable the Colony's coal supply to be obtained within its own borders, but thus far without success. What this means to the island may be realised from the fact that the total annual import of coal is 200.000 tons. For this there is paid about $1.340,000 every year, of which sum more than $900.000 goes out of the Colony to the sellers of the coal in Cape Breton and elsewhere, and in freight steamers to convey it to Newfoundland. Within the next two years the imports of coal will be increased by 50,000 tons through the requirements of the Harmsworth and Albert-Reid mills; and by the time the branch railways are completed, an additional 25,000 tons a year will be needed for their operation. This will mean another half million dollars paid annually for coal, and it is quite evident that if this mineral were to be obtained in the Colony, an enormous advantage would be derived, first through the labour which the mining would give, and, second, through the retention in the Colony of all this money that is now sent abroad for the purchase and carriage of coal to our shores. The Government has therefore entered into a contract with an English syndicate to undertake extensive coal-boring operations during the next two years, which, it is hoped, will result in contributing materially to the solution of this problem. Incidentally, the Government will also take up the matter of utilising sun-dried peat for burning purposes in various parts of the island where this form of fuel is available, but is not now utilised; and, following upon that, steps will also be taken for the manufacture of peat by some modern process which will admit of its economic conveyance about the country, and of its equally convenient employment. The development of oil-bearing areas on the West coast will also be undertaken through the agency of British capitalists. Arrangements for this purpose have also been completed, and there is every prospect that an industry of substantial value will be created therefrom.

The fisheries, of course, are the all-important factor in the economic life of the Colony. Dried codfish alone represents 66 per cent. of our exports, and the other fishery products increase this to 82 per cent Seeing, therefore, that four-fifths of all we send out of this Colony consists of products taken from the water, it is apparent that our prosperity depends in the main on the preservation of its fishery wealth, and while the value of the fisheries has increased in most encouraging fashion during the past seven or eight years, it is felt we should diversify our methods of handling these products, create new markets, and modernise our methods of shipment, as thereby the value would be greatly enhanced. All the fishery products of Newfoundland are exported in a salted or canned condition. There is practically no export of fish frozen or cold-stored, and the Morris Government is planning to deal with this problem in an aggressive fashion, and also to open up new markets in Central and South America, and also in other countries where it is deemed possible our salt-cured fish can be disposed of, while Western Canada and the inland states of the American Union afford a still more favourable opportunity for the disposal of fish, cold-stored or preserved, after some up-to-date and appetising fashion, and put up in attractive form.

These constitute the principal features of the legislation inaugurated this Session which deals with affairs pertaining to the outside world, but the domestic programme is equally important. A bill is being introduced by which the original discoverer of a mining deposit which subsequently employs fifty men for a year will receive a bonus of a thousand dollars from the Colonial Treasury. Measures are being devised for the settlement of lands along the railway lines. Negotiations are in progress with the Salvation Army and other organisations for the bringing into the island of suitable agricultural immigrants. Provision has been made for the payment of poor relief in cash, which may be regarded as a first step towards an old age pension scheme. An addition of $50,000 to the Education grants is being provided, supplementing a similar sum granted in the Emergency Session last June. The further prohibition of the employment of women in fishing vessels on the Labrador coast has been resolved upon. A scheme for housing workmen in St. John's is being adopted. The lighthouse service around the island is to be completed. The landline telegraph is to be extended to remote districts, and the wireless telegraph is to be extended along Labrador, while many minor matters will be dealt with.

That all of these proposals are feasible may be concluded from the fact that the financial condition of the country is most encouraging, that trade and commerce exhibit marked activity in every branch, and that the year upon which we have just entered gives promise of an exceptional advantage to the Colony. The revenue for the fiscal half-year which ended in December was the largest in the history of the Colony for any similar period, and was considerably in excess of the expenditure for that six months, while there is every prospect that the revenue for the whole fiscal year, which ends in June, will substantially exceed the estimate and give a goodly surplus when the books are balanced. Under these circumstances one can easily appreciate why the Morris Government is now coming to be recognised as the "Progressive Party" in Newfoundland, and that under its administration a period of unexampled prosperity is expected by the people.

The Colonial Secretary of Newfoundland, the Hon. R. Watson, has been warmly congratulated on his achievement in getting the whole of "Supply" through the Assembly in two sittings, while the Minister of Finance, the Hon. H. P. Cushion, was absent in Jamaica.

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NOVA SCOTIA "TAKING STOCK."

An Inventory of its Forest Wealth.

Nova Scotia is "taking stock" of its forest resources with a view to inaugurating a business-like system of managing them. This inventory was begun during the past summer (1909), and was under the charge of Dr. B. E. Fernow, Dean of the Faculty of Forestry of the University of Toronto, who was assisted by the Chief Fire Warden of the Province and several trained foresters. The south-western part of the Province, from Hants county westward, has been covered, and it is expected that the survey will be completed during the coming summer. The total area surveyed during the past summer was about 8,500 square miles. The cost was very low, averaging less than 20 cents per square mile.

Only a rough survey, or "reconnaisance," was attempted. Each member of the party was assigned a certain district and allowed considerable latitude in choosing a way to cover this to the best advantage. Time and expense were saved by utilising existing records and information secured from well-informed persons, where these were found reliable, the field-work consisting largely in checking the information thus obtained, studying forest types, etc. This information was then plotted in the field directly on large scale maps (2in. to the mile). Among the points recorded were the extent of the burned areas, the degree of cutting on cut-over areas, the composition of the forest, the condition of the young growth or "reproduction," and the character of the farming lands, meadows, etc., within the farming country.

Dr. Fernow's report as to the possible future of the forest is interesting and encouraging. He remarks: "Although the data on reproduction and rate of growth are not yet collated, it is safe to say that if the fires are kept out (and apparently with the present organisation still further perfected this can be done reasonably well) there is no difficulty in restocking by natural means most of the cut-over areas if not too severely culled. . . . In the pure hemlock-spruce stands all that is necessary is to remove the old hemlock thoroughly and cleanly to have the young growth of spruce, already on the ground, take its place." He thinks, however, that incorrect ideas are often held as to the growth of spruce. The white spruce may, he says, when growing in comparatively open situations, make a sawlog in sixty years. The forest spruce, which is mostly red spruce, is of slower growth, and will probably not average a sawlog in less than a hundred years.

INFORMATION FOR EMIGRANTS.

AGRICULTURAL LABOURERS FOR CANADA

An Unprecedented Demand.

The Assistant Superintendent of Canadian Emigration in London has received a cable advice from the Department at Ottawa stating that an unprecedented demand for farm help has arisen in Western Canada. Manitoba, Saskatchewan, and Alberta will need between now and April 1 5,000 experienced farm hands, at a yearly wage, besides board and lodging, ranging from £60 to £70; and 1,700 strong, inexperienced country labourers prepared to take work on farms at a yearly wage, besides board and lodging, ranging from £25 to £40, according to ability and merit. In addition, Western Canada could take 1,000 married couples, if they were experienced in farm work, and could reach Canada early this year; also a number of inexperienced couples could be placed if they were suitable for work with farmers, provided children are not in such numbers or of such ages as to prevent the mothers of these families being of assistance in a farmer's household.

A very serious aspect of this question is revealed in the fact that all the Canadian transportation companies are booked up to the middle of April, so that unless there is a sufficient number of prospective farm hands among those emigrating between now and that time there is no prospect of the demand being met. While it would be possible to fill several extra ships on the outward trip if they were specially chartered, the return voyage would almost inevitably entail a loss, and there is no probability of the companies supplying extra accommodation.

The Allan Line so far this year have shipped some 8,000 emigrants to Canada, and if the present rush continues they expect that the total number will be equal to that in 1907, the most successful year previously; while the Canadian Pacific Railway have been moving nearly 1,500 emigrants every week, with every indication of maintaining this average up to the end of the season. Stress is laid on the fact that, apart from citizens of the United Kingdom, this company only accepts emigrants from the Scandinavian races, and the class this year, both as regards suitability and capital, is better than ever before.

Altogether, the prospects for Canada this year are very bright. The Dominion, with its various provinces, is reaping the benefits of an energetic and well-planned publicity campaign.

FARM WAGES IN ENGLAND AND CANADA.

A Striking Contrast.

An interesting letter throwing light upon the question of farm labourers' wages in Canada, as compared with those paid in Great Britain, was published in the *Whitby Gazette* recently. The writer was Mr. John Hardcastle, of Lyleton, Manitoba, who emigrated to the Dominion from Yorkshire a year or so ago, and seems to be well satisfied with the country and the people. In the course of his letter he says :—" Having never farmed in the Old Country, I was somewhat surprised at the remarkably low wages paid by the local farmers to their hired men. I don't remember the exact amount now, but, if I am not mistaken, the wages ranged from £10 to £28. Now, I don't want to boom Canada at all; other people, of more importance than I, are doing that—very much to their own advantage. Still, I must say that, to anyone of agricultural pursuits, this is undoubtedly the country for chances. I would like to tell those young fellows who are hiring out for £10 and £20 a year, to come and give this country a trial, where the wages average between £50 and £60 a year. I am not exaggerating at all. But any young fellow who can drive horses is practically sure of £50 a year for a start. Of course, I'll admit big wages are not everything; but it is the chance of being your own master, and owning your own farm, that appeals to me; and, if a chap likes to rough it a bit, and will work hard for a year or two, sure success awaits him in the West, if he will farm it. One year on a farm will give him a good idea of the ways of the country, and, after that, he can go further West and take up land.

" One hears a lot about this country concerning its cold climate. It certainly does get a bit cold at times; but one can stand it better out here than one can in England. Last winter I was in Quebec, and used to work knee-deep in snow in the woods. But, although the temperature was sometimes 38 below zero, I worked in my shirt-sleeves all the time, and seldom wore mitts or gloves. But I want to advise all young chaps who come out here to come West, and not go to Quebec or Ontario. Come to Manitoba, Saskatchewan, or Alberta the further West the better. If any young chap who intends coming out here next spring would like to drop me a line, I would be pleased to offer any advice that may be of help to him."

SALVATION ARMY EMIGRANTS FOR CANADA.

A specially conducted party of emigrants, numbering 250, left Paddington last week en route for Canada, under the auspices of the Salvation Army Emigration Agency, while during the previous week another party also left. These are the first and second of a series of parties which will be sailing practically every week during the next five months, and which will probably total 10,000 for the season. The Salvation Army this year is organising a great movement to the West, in conjunction with the various Provincial Governments of the Dominion, and Colonel David Lamb, the head of the Emigration Department, said at the farewell meeting to the first party that so great is the demand for men and women workers that the Army is in a position to guarantee employment to all suitable persons. The main difficulty, he said, is likely to be the lack of sufficient accommodation in the ships.

DOMESTIC SERVANTS NEEDED.

Passage Money to be advanced.

We have frequently commented in these columns upon the need in Canada for servant girls. This week, as further evidence in favour of our statements, there have come to hand items from two widely different portions of the Dominion, but both giving proof to the same effect that the demand for domestic servants far exceeds the supply. Even in Ontario, one of the most British and nearest Provinces, this demand is great. In fact, the Hon. J. S. Duff, Minister of Agriculture for the Province, in explaining in the Legislature the necessity for a greater supply of farm labourers and domestic servants, said that the Government would give a bonus of $5 (£1) for each domestic servant brought to Ontario by the Salvation Army or other trustworthy agency. It had also decided to advance $20 (£4) towards the passage of approved farm labourers coming to the Province. The money would be repaid to the Government through a lien on the wages of the immigrant. Mr. Duff also intimated that steps were also being taken to secure domestic servants and farm labourers from Germany and Sweden.

Sir James Whitney, the Premier, added that the Government was considering the advisability of advancing the whole or part of the passage money of domestic servants coming to take up positions in Ontario.

The other item is from the Far West -Vancouver Island—where English labour is so scarce that Chinese and Japanese, although they enter the country under a severe handicap in the form of a $500 head tax, are doing a large amount of work that should fall to the share of English immigrants. In this case, with a view to attracting house domestics, for whom there is a great and growing demand in the city of Victoria—one of the most beautiful cities of the world, by the way—the Vancouver Island Development League has issued a leaflet pointing out that servants will receive good homes and wages according to their experience and skill. The average wages are quoted as follows :—General domestics, from $15 to $25 (£3 to £5) per month; housemaids, from $20 to $25 (£4 to £5) per month; plain cooks, from $20 to $25 (£4 to £5) per month; good nurses, from $20 to $25 (£4 to £5) per month; extra good cooks, from $25 to $30 (£5 to £6) per month; girls of sixteen, $15 (£3) per month. All the foregoing wages include board. The pamphlet winds up as follows :—" The only drawback domestics will find is that it will be difficult for them to keep from getting married, especially if they are competent cooks and house domestics."

STAFFORDSHIRE WORKMEN FOR CANADA.

Mr. Chamberlain has accepted the presidency of a new organisation which is being formed in Wednesbury by Mr. J. Norton Griffiths, M.P., and has been named the Imperial League. Mr. Griffiths has initiated a scheme by which he proposes that the League shall assist some of the unemployed workmen in the constituency in emigrating to Canada. With this object in view a commissioner has been sent out to Canada, and Mr. Griffiths has also interested himself in making arrangements by which the men who emigrate will be guaranteed employment when they land. It is understood that such satisfactory progress has been made that it will be possible for the first batch of emigrants, with their wives and families, to be sent out at an early date. It is intended that three new townships shall be founded by the settlers, to be named Wednesbury, Tipton, and Darlaston, after three Staffordshire towns.

Although the scheme has only been inaugurated a few weeks, over 1,000 applications have been received from men in Wednesbury and the surrounding towns who are anxious to assist in "making Empire," and, including families, this number would mean 4,000 or 5,000 people. The Imperial League of Wednesbury has already secured the names of the leading inhabitants of the constituency as a general council. It is estimated that a sum of £1,000 will enable the emigration work to begin, and of this sum there has already been received £300.

LORD MOUNT STEPHEN'S GENEROSITY.

Lord Mount Stephen has given a sum of £62,000, to be used in emigrating children to Canada. His lordship has selected Dr. Barnardo's Homes as the medium by which his project is to be put into execution, and it is his earnest desire to send the young emigrants at the earliest possible age at which they are fit in order that they may grow up in a new country strengthened by the larger hope of sturdiness and independence.

Mr. Baker, the present head of Dr. Barnardo's Homes, states that the income from Lord Mount Stephen's trust would amount to nearly £3,000 a year, and this would enable the Homes to send out an additional 300 children annually. The whole of the income would be spent on emigration pure and simple, none of it going to establishment charges, either in England or Canada.

EMIGRANTS FOR NEW BRUNSWICK

Mr. A. Bowder, the special representative in London of the Government of New Brunswick, will leave Liverpool on March 25 with a party of about 100 emigrants. On the following day the s.s. *Cassandra* will leave Glasgow with another party of sixty or more, and a third group will go out a few weeks later. The first party includes twelve farmers who intend to purchase farms in New Brunswick. Seven of these will be accompanied by their families. The remainder of the party is made up of gardeners, youths who intend to learn farming, farm labourers, army pensioners, domestics, and prospectors

CORRESPONDENCE.

CANADIAN LAND MORTGAGES.

To the Editor of *Canada*.

Sir,—I noticed in your paper the other day a question asked as to what security is given on mortgages in Western Canada, and whether it was safe to lend money at such a distance. I was much interested in this, as I happen to be a real estate broker and financial agent, both in the city of Edmonton and Strathcona, where I have conducted that business for the past thirteen years. During that period I have lent out for private people and corporations something in the neighbourhood of $1,500,000. I might say that we have never had to foreclose a mortgage yet.

I do not consider there is a country that has a better system of registration of deeds, mortgages, judgments, etc., than we have in Western Canada. If you had the same system in England you would not have had such a fraud perpetrated on the people as I read of in the case of a man who had mortgaged his property eleven times, I think it was, to different parties, and represented it each time as giving a first mortgage. I will endeavour to explain to you our system, which I hope may be of some use to your readers. I might say that your title in every case is guaranteed by the Crown.

We'll take it that Tom Jones takes up a homestead. He secures same by paying the sum of $10, and has got to live on the property for three years and carry out certain improvements, such as breaking land and buildings. At the end of three years Tom Jones applies for his title, and if he has abided by the conditions of the homestead regulations the Government will give him his title. We'll say that Tom Jones, after receiving the title, wishes to sell same for, say, $2,000. John Smith buys this from him, and the first thing he does is to go to the Registry Office for the district that Tom Jones's farm is in, and make a search, for which he pays the sum of 4s. 2d., and gets an abstract of titles and certificate of execution. If these show it clear of judgments, mortgages, he decides to buy, and instructs the agents he is buying through to have transfer issued in his name, which they accordingly do. They hand over to John Smith the duplicate certificate of title, in the name of Tom Jones, together with a transfer of property from Tom Jones to John Smith. John Smith goes to the Registry Office, and hands in the duplicate certificate of title and transfer, and he pays a fee of $3 for registration and $6 insurance fund (at the rate of 20 cents per $100), which latter ensures his title being absolutely clear, as the abstract of title mentioned before claims it to be.

With regard to a person lending money on either city property or farm lands, practically the same routine would have to be gone through. The only difference of charge is in this case that, besides the abstract of title and certificate of execution, a fee of $1.75 is charged for registering a mortgage, and this is shown against the title in every case. When the borrower pays off his loan he has to get the release from the mortgage, which release he must register at the Lands Title Office, for which a fee of $1 is charged. So I think it can be perceived by this system that there is no chance of anyone being able to raise more than one loan on a property; of course, that is provided that the mortgagee is not satisfied taking a second mortgage.—Yours faithfully, Western Real Estate.

LONDON AS AN IMPERIAL SOCIAL CENTRE.

To the Editor of *Canada*.

Sir,—Everyone must, I think, sympathise with what you have said regarding the Imperial clubs, and also "Imperialist's" remarks in your issue of this week. The question is, Is the suggestion that the older London clubs should take up the "burden of Empire" practicable? Is it not the case that too many of their members fear to be robbed of their seclusion and peaceful ease by an irruption of breezy "Colonials"? If so, there is no hope of carrying out the idea, excellent as it is.

To my mind, there is only one chance of our being able to return in an adequate manner the splendid hospitality of our friends from across the seas. Let the members of all the Imperial clubs now existing in London make a point of using their clubs more during the Festival of Empire week, and with the presence of so many guests from across the seas they will become for these months, at any rate, attractive rendezvous. Yours faithfully, Clubman

London, March 5, 1910

ENCOURAGING LETTERS FROM ONTARIO.

The following letters, which show the success achieved by Englishmen in Ontario, have been received by the Ontario Government Agency in London:

"I now take the pleasure in writing these few lines, thanking you very much for the kind help you extend to me in getting to Canada and finding me work, with which I am thoroughly satisfied. I am still working on the farm to which Mr. Healey took me when I landed at Strathroy. I received $10 per month in the summer, and I am being paid $8 for the winter. Pleased to state that I have given the greatest satisfaction to my employer, who told me I may stay with him as long as I liked.

"The work on a farm is quite easy to what I have been used to do. The people for whom I work are very kind to me. I could not wish for better. They treat me like their own son. I only wish a few more of the young men of London could get out and get on the same as I am doing; they would never want to go back. Working in the country is a bit lonely for a start, but I am quite used to it now, and would rather work in the country than in a town.

"I am sending the £4 which is due from me, and hope to send the remainder as soon as possible. I have let my friends all know what Canada is like, so I expect a few of them to come out here next year. Several farmers have asked me if I have a few mates willing to work like myself; if so, they would employ them; so I wrote and told my mates all about it, and if they do not come they will be sorry for it.—I remain, yours sincerely,

R. H. H.

Strathroy, P.O., Ont.

"A CORDIAL RECEPTION."

Dear Mr. Colcock,—You may recall my promise to let you know how I fared in Canada, and as I have now had two months' experience out here, and am settled down, I have much pleasure in fulfilling it. I received a cordial reception from Mr. Sutherland at the Colonisation Office in Toronto, and from him obtained such information as to enable me to get within two days exactly the employment a desired. I am very comfortably quartered on this farm (100 acres mixed), and am treated as one of the family. I am engaged here for one year, after which I propose to go to the College at Guelph for scientific instruction.

I am more than pleased with the life of this country, and the people too. No man need feel dull, though far from village or town; there are debating societies and good libraries of reference, and scientific books which are invaluable.

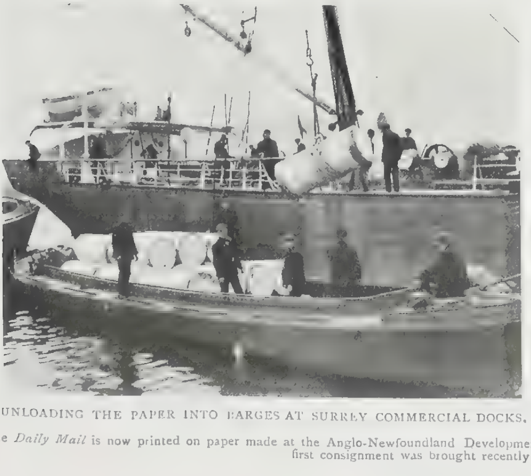
There is considerable demand for labour here, and men of the "right sort" can always obtain good quarters. The farmers here are few who know of the advantages of the Bureau, and many have asked me to suggest a means by which they could secure good men from the Old Country. I have, of course, referred them to the Bureau.

I take this opportunity to thank you for your kindness to me, and for all the trouble you took on my behalf.

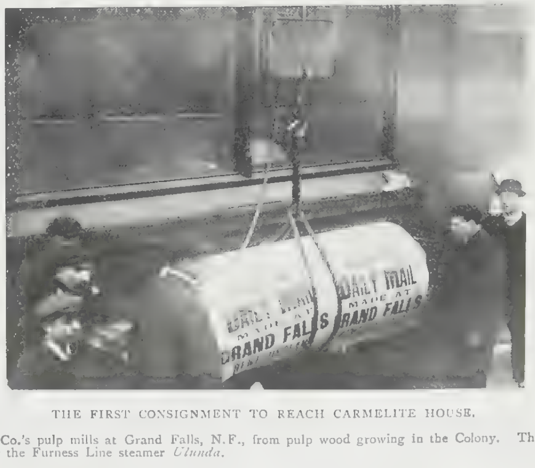
Wishing you a very happy and prosperous New Year, I am, faithfully yours, P. Harrison.

Moorefield, Ont.

NEWFOUNDLAND PAPER IN LONDON.



UNLOADING THE PAPER INTO BARGES AT SURREY COMMERCIAL DOCKS.



THE FIRST CONSIGNMENT TO REACH CARMELITE HOUSE.

The *Daily Mail* is now printed on paper made at the Anglo-Newfoundland Development Co.'s pulp mills at Grand Falls, N.F., from pulp wood growing in the Colony. The first consignment was brought recently by the Furness Line steamer *Ulunda*.

NANAIMO'S HERRING FISHERY.

A Rapidly Growing Industry.

"The Herring City" is the latest title to be laid claim to by Nanaimo—one of the beauty spots of Vancouver Island—which has hitherto been generally known as "The Coal City," by reason of its importance as a centre of that industry. In justification of the new title, it is pointed out that Nanaimo's herring industry is every year becoming more important, and the carrying of the fish and the salt for curing them has considerably increased the shipping of the harbour.

Never, in the history of local herring fishing, have there been so many men engaged in the industry as there are this year (says the *Nanaimo Herald*). There are, all told, forty-three camps engaged in fishing this year, as against about twenty-one last season. As to the amount of money invested, which these forty-three camps represent, it is impossible to give an accurate estimate, and the total can only be conjectured. It is, however, fair to presume that on an average each camp costs its owner at least $3,000 in lumber, piles, and pile-driving, tanks, labour, etc. Adding to this the cost of seines, fishing boats, launches, scows, licences, leases, salt, etc., which must all be bought before a camp is ready for business, it would easily bring the average cost of a camp up to $5,000, or a total investment of $215,000 for all. Of course, some of these camps are very small, and do not cost anything like the above amount; but, on the other hand, there are much larger and costlier camps, which bring the average up. In fact, one firm claims, and with evident truth, that they have invested no less than $28,000 in their camp, and there are several others as large as this one.

THE HARBOUR AT NANAIMO.

This year alone, despite the fact that the season has not proved what was expected, almost $100,000 has been expended with two local sawmills for lumber, and should the balance of the season prove good this amount will be considerably augmented by an increased demand for boxes. The cost of the latter is no small item, the lumber alone being worth 38 cents, the nails 4 cents, and labour another three or four cents, bringing the total to 45 cents. Each one holds about 500 pounds of herring when packed for shipment.

There are many places in the world where herring fishing is carried on, and where large communities depend solely upon the results of a season's catch for a livelihood, but nowhere in the world, perhaps, are the fisheries so well protected from the winter weather as are those of Nanaimo and vicinity. It is difficult to realise that for so many years the fish came to the harbour, just as they do to-day, but that no one took the trouble until a few years ago to try to make any practical use of the fish. If wisely managed, the fisheries of Nanaimo should prove to be one of the greatest assets the city has.

* * *

MUSIC AND THE DRAMA IN CANADA.

The Earl Grey Competitions.

Particulars are to hand of the fourth annual competition for the musical and dramatic trophies given by Earl Grey, which will be held in the Royal Alexandra Theatre, Toronto, during the week commencing April 4. The scope of the contests has been greatly enlarged this season, and it will include prizes for individual competitors, as is done at musical festivals in the North of England. The Governor-General and Countess Grey will be in Toronto during the entire week.

The events are as follows:—Choral societies, orchestras, mixed voice choruses of not less than twenty-four and not more than sixty, and opera companies.

If there is more than one entry in each class, a special prize will be awarded the winner, and the winners in the various classes will be adjudged for the trophy. It is expected that in the mixed voice chorus section there will be a large entry from church choirs. This is a form of musical effort which has not received much public recognition.

In addition to the trophy contest, the following competitions, with three prizes in each class, are given for amateur singers and instrumentalists under twenty-three years of age:—Individual male voices, individual female voices, pianoforte solos, and violin solos.

Two prizes of $100 and $50 each are also offered for the best original musical composition written by a British subject, resident in Canada or Newfoundland, with two prizes of equal value, for the best original two-act plays.

MOTORING IN CANADA.

A Police Trap and a Drug Store Trial.

There is an amusing interlude in an account of a motor run from Toronto to Niagara given by Mr. Robert L. Jefferson, F.R.G.S., in the *Autocar*. The party were stopped by a police trap and arraigned before the magistrate (in shirt sleeves) in a drug store in the village of Beamsville. One end was partitioned off with match-boarding, and there were several wooden chairs and a table.

"This," said the drug store keeper, "is the court. Be seated, gentlemen. Now the constable here" (and he indicated an old man in a grey suit) "says you've been speeding. He lays information against you to the effect that you've been speeding at fifty miles an hour. Now what'll you do? Will you have the trial now?"

"Well!" exclaimed Archibald, "of all the——"

"Of course," said the magistrate, taking up a pen and assuming a judicial air, "if it's inconvenient for you to have the trial now, you can hand over fifty dollars, leave your address, and if there's any change left after the trial we'll send it on to you."

"Niagara looks off," said Archibald, sententiously. "Let's have the trial now."

"Shall have to get the reeve; he's a witness," said the constable. "Saw these gen'lemen, why, sir, comin' just like a streak of lightnin'. The reeve is my witness."

It was quite useless our pointing out what appeared to be the absurd position of the prosecution. It appeared that a farmer, a couple of miles away, who occupied the honourable position of reeve of the village, had also seen us on our alleged speeding. It was necessary to get the reeve to come to the drug store court and tender evidence. The best way to ensure this would be for us to fetch him. If we didn't, well, the magistrate guessed we should have to wait until he turned up.

To save precious time we decided to fetch the reeve, so we put the constable in the tonneau and set off.

We found the reeve milking a cow, and implored him to come and give evidence against us, or, better still, would he refuse to have anything to do with the case, and so shatter the constable's charge? The reeve was very sorry, but he guessed he couldn't leave his milking just then, and might be down about eight or nine o'clock. In addition to the milking, there were the pigs to be fed, and quite a number of other duties relevant to the farming occupation required attention. No, he wouldn't let the constable down. He guessed the constable was right about the fifty miles an hour. "Speedin'," he said, solemnly, "must be stopped right now."

So in dudgeon we returned to the drug store court-house, where, anticipating some excitement, a little crowd of villagers had assembled.

At ten o'clock the reeve arrived, the court was declared open, and the crowd flocked in.

The constable gave his evidence. How, after the accident (to a party of American motorists), the reeve, in horror-stricken tones, had directed his attention to an automobile speeding along like lightning. He judged the pace at fifty miles an hour. That automobile was mine.

I cross-questioned him. I asked him what method he had of judging the speed of a motor-car. He said by the dust it kicked up, and in wet weather by the mud thrown up. He thought a mile was about as far as from "here to the cross roads." I asked him why he judged in miles. Did he know what a mile was? For instance, how many yards there were in a mile? Did not know how many yards there were in a mile. Had never been asked that question before.

"Would you," I asked, severely, "be surprised to know that there are 3,472 yards in a mile?"

"I shouldn't be at all surprised," replied the constable.

I appealed to the reeve.

"Perhaps you, sir, will tell the court the number of yards there are in a mile?"

The reeve looked at me reproachfully. "I don't know any more than a load of hay," said he.

The trial went on. My witnesses came on splendidly. It was wonderful how accurately they had all judged my speed at twelve miles an hour. But I felt a little hurt at the way they slanged and belittled my car, which one of them declared couldn't cough out more than fifteen miles an hour downhill.

And then the judge summed up. He put the matter very tersely. He said he didn't believe any of my witnesses, and was quite satisfied that I had been going at more than fifteen miles an hour. He didn't rightly know what the fine should be, as he had no books on the subject. He guessed it ought to be twenty dollars for speeding, but to be quite on the safe side he would make it ten dollars and six dollars costs. I paid up, secured a receipt, and went out into the street.

* * *

CARIBOO'S RESOURCES.

Mr. J. A. Fraser (Cariboo) has been reminding the members of the British Columbian Legislature of the enormous areas of Cariboo, with its hundred million acres of available land. Cariboo, he said, was not by any means merely a sea of mountains, but held immense areas fit for agriculture, together with magnificent timber and mines of untold wealth. He forecasted a wonderful future for Cariboo revitalised by the Grand Trunk Pacific and Canadian Northern Railway construction, and told of the many richly mineralised areas only awaiting transportation facilities to contribute fresh millions to the treasure production of the Province. He made bold to say that along the Grand Trunk Pacific in Cariboo would be found in future years the largest agricultural population in British Columbia. Already there were surveyed along the Fraser River and its tributaries a million acres of lands, and from an extended survey it would be found that ten million acres within the Fraser Valley in Cariboo alone awaited settlement.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

The King has been graciously pleased to sanction the following appointments to the Order of the Hospital of St. John of Jerusalem in England : –

As Knights of Grace.

His Excellency Earl Grey, G.C.M.G., G.C.V.O., Governor-General of Canada.

The Right Hon. Lord Strathcona and Mount Royal, G.C.M.G., G.C.V.O., High Commissioner for Canada in London.

Sir Thomas George Shaughnessy, K.C.V.O., President of the Canadian Pacific Railway.

John Mortimer Courtney, Esq., C.M.G., I.S.O., formerly Canadian Deputy Minister of Finance.

George Edward Drummond, Esq., one of Montreal's best-known business men, and formerly President of the Board of Trade of that City.

As Esquires.

Major Charles Alfred Hodgetts, M.D., L.R.C.P., A.M.C., of Toronto (from Hon. Associate).

David McNicoll, Esq., First Vice-President of the C.P.R.

Walter Reginald Baker, Esq., Secretary of the C.P.R.

Charles Joseph Copp, Esq., M.D., of Toronto.

Major Harry Bridges Yates, M.D., formerly an Alderman of Montreal.

* *

Lady Grey, who has been confined to her room for the past few weeks, is now convalescent. Mr. and Mrs. George Montagu, of London, who are taking a trip round the world, were guests of their Excellencies at Government House for a few days recently.

* *

Lord Strathcona has received the Murchison medal of the Geological Society on behalf of Professor Coleman, of Toronto.

* *

Sir H. Montagu Allan, C.V.O., will sail for Canada via New York to-day (Saturday) on the *Mauretania*.

* *

The Hon. L. P. Brodeur and Madame Brodeur are leaving shortly for a trip to Palm Beach, Florida.

* *

The condition of Professor Goldwin Smith continues to show an improvement.

* *

Dr. W. A. Rupert Mitchell, 511, Roncesvalles Avenue, Toronto, surgeon of the Shackleton Antarctic expedition, has received a bronze medal from the King for his services in that connection.

* *

Cardinal Gibbons, of Baltimore, has accepted the invitation of Archbishop Paul Bruchesi, of Montreal, Canada, to attend the first American Eucharistic Congress of the Catholic Church, to be held in that city in September.

* *

Among the Hamiltonians who have sailed for the Mediterranean are Mr. and Mrs. Hugh C. Baker, who will spend some time in Madeira; Mrs. Charles Murton and Mr. Herbert Murton, who will go to Italy and then on a tour of the Continent; and Mrs. Leggat, Miss Leggat, and Mr. John Leggat, who will sail for Egypt, where they will remain for some months, returning via England.

* *

Major Carpenter, of Toronto, is spending three months at Aldershot.

* *

Mr. W. A. Ward, of the General Agency Corporation, Ltd., has been appointed Royal Danish Vice-Consul for the Province of British Columbia, with residence in Vancouver.

* *

The Earl Grey Skating Club, of Montreal, held a very successful championship mixed fancy skating competition recently at the Victoria Rink.

It is a matter of pride with Canadians that their Government is doing its best to make their agricultural methods the most scientific possible. Already the Dominion's educational facilities in farming of every kind are of unusual excellence. Credit for these conditions, however, is not always given where it is most largely due; namely, to those connected with the Agricultural Colleges and Experimental Farms in general, and to Mr. William Saunders, C.M.G., LL.D., who has been the Director of the Dominion Experimental Farms since 1886, in particular. Dr. Saunders was born in Devonshire in 1836, and, coming to Canada in 1848, he settled in London, Ontario, where he subsequently carried on a manufacturing chemical business. He took a prominent part in founding the Ontario College of Pharmacy, and was for two years President of that institution. In 1892 he was appointed Public Analyst for the western section of the Province, joining the Medical Faculty of the Western University in the same year. Dr. Saunders assisted in founding the Entomological Society of Ontario, of which body he was President from 1883-86, and was also for thirteen years editor of the *Canadian Entomologist*. In addition to this he was President of the Ontario Fruit-growers' Association, and in 1898 President of the Association for the Promotion of Agricultural Science. Dr. Saunders did valuable work in preparing exhibits of Canadian fruits for several of the world's great exhibitions, and in 1881 was appointed one of the twenty Fellows who formed the Biological Section of the Royal Society of Canada, of which he was finally elected President. In the previous year he acted as one of thirteen commissioners appointed to inquire into the condition of Agriculture in Ontario, and, under his direction, the information on fruit-growing, forestry, insectivorous birds, insects, and bee keeping, was collected and published. In 1885 he was instructed by the Dominion Government to visit the Experiment Stations of the United States and to make inquiries regarding agricultural experimental work in Europe and America, following which he received his present position of Director of Dominion Experimental Farms in 1886 on their establishment by Act of Parliament. Dr. Saunders received the honorary degree of LL.D. from Queen's University and the University of Toronto in 1896, having been previously awarded the Mantua gold medal for distinction in scientific knowledge. He is a Fellow of the Royal Microscopical Society of London, and also of the Entomological Society of London, and has published several volumes on Agricultural topics, most important of which is the work entitled "Insects Injurious to Fruit."

DR. WILLIAM SAUNDERS, C.M.G., LL.D.,
Director of the Dominion Experimental Farms.

* *

Lady Williams, wife of the Governor of Newfoundland, recently broke her arm by a fall in the street.

* *

The Lord Bishop of Quebec has expressed his desire for the appointment of a coadjutor, and it is therefore exceedingly probable that a special session of the Synod will be called early in the coming summer for the purpose of electing such coadjutor, who will have the right of succession to the See, and in the meantime will be known after consecration as Bishop of Sherbrooke. The choice of the Synod will probably lie between the Venerable Archdeacon Balfour and the Very Rev. Dean Williams, son of the late Bishop of Quebec.

* *

Mrs. James Woods, the wife of Colonel J. W. Woods, of the Governor-General's Foot Guards, was presented at the Court held at Buckingham Palace by their Majesties on Friday last.

* *

Among the arrivals on the *Oceanic* last week were Lady J. G. Garneau, wife of the former Mayor of Quebec; Mr. Charles M. Hays, of Montreal, President of the Grand Trunk Pacific Railway, Mrs. Hays, and the Misses Hays; also Mr. R. G. Reid, of St. John's, Newfoundland.

* *

Lady Clouston and Miss Clouston arrived this week on the *Mauretania* on their way to the Mediterranean. Lieutenant-Colonel Jeffrey H. Burland, Mr. and Mrs. Wm. Stanway and Miss Stanway, Mr. and Mrs. Charles F. Dawson, Mrs. Fred Fairbanks, Lieutenant-Colonel Whitehead, and Mr. H. Stibeman are also on their way to the South of Europe, while Mrs. H. H. Henshaw will join Mr. and Mrs. F. Williams Taylor, of London, at Nice, and go with them for a motor trip in the South of France.

* *

Mr. and Mrs. F. Orr Lewis have returned to their residence, "Woodhill," Hatfield, from the Riviera.

* *

A large and influential committee of ladies, former patients of the late Dr. A. A. Browne, has been formed in Montreal to perpetuate his name by a hospital endowment with a suitable tablet. Mrs. W. Gardner is the convener, Lady Graham the hon. treasurer, and Mrs. James Bell the hon. secretary.

* *

Mr. William Mackenzie, President of the C.N.R., and Mr. and Mrs. Geo. R. Hooper, of Montreal, have sailed this week on the *Lusitania* for England, where they will remain until the end of May.

* *

Miss Agnes Deans Cameron will deliver a lecture at the Ladies' Empire Club, 69, Grosvenor Street, on Monday evening next, the subject being "My Journey of 10,000 Miles through Canada to the Arctic Ocean." The lecture will be illustrated by lantern slides.

* *

To present the resolutions passed at the meeting of the British Association in Winnipeg last summer, a deputation recently waited upon Sir Wilfrid Laurier. Representing the Royal Society of Canada as delegates were: Rev. Dr. Bryce of Winnipeg, President of the Society; Dr. Wm. Saunders, director of experimental farms; Sir Sandford Fleming, Dr. Roy, Dr. P. H. Bryce, and Mr. Lesueur, secretary. Dr Peterson, President of McGill University, presented the resolution of the British Association suggesting the formation of ethnical and archæological branches in connection with the Dominion Geological survey, while the Rev. Dr. Bryce renewed the application of the Royal Society for quarters in the new Victoria museum building for the library of the Royal Society.

* *

Lieut.-Colonel Stimson and Professor J. W. and Mrs. Robertson have arrived by the *Mauretania*.

CANADA'S GRAND TRUNK RAILWAY SYSTEM

The Only Double Track Railway between Montreal, Toronto, and other principal cities in Canada.

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SPECIAL TOURS ARRANGED.

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FRED. C. SALTER, European Traffic Manager, Grand Trunk Railway System.

GENERAL OFFICES: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

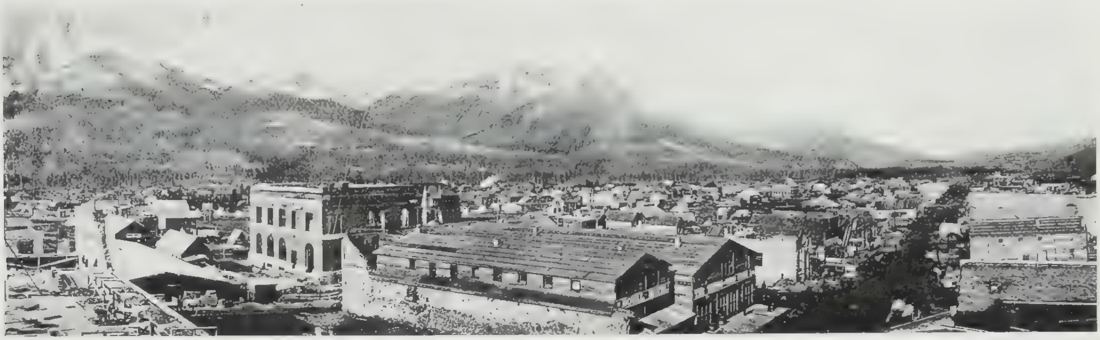
OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada. V.

BY WILLIAM BLAYNAY.

SOMEWHERE in this locality the distant Rockies come first into view, their snow white peaks, bathed in sunshine, being scarcely distinguishable from white clouds. All through the sunny afternoon our train travels steadily towards the mountains, but it is nightfall before we enter the first valley and leave the prairie behind us. Luckily there is a full moon, with an early rising, so that the valleys are as "light as day," and the clean cut mountain tops, thousands of feet above us, now close, now miles away, are as plainly and distinctly seen as if our journey were in the daytime.

The land on each side of the railway, right up to the buttresses of the Rocky Mountains, is cultivated as fully as possible. In many places deep water-courses intersect the land, in others there are tracts of muskeg, and here and there large masses of bare rock

After entering the defiles of the Rockies, the first stop of any importance is at Frank, a coal-mining town and the scene some few years ago of a disastrous landslide of enormous proportions. Without any warning a huge, almost inconceivable, mass of mountain slid from a height of three or four thousand feet into the valley below, completely burying beneath it a whole village, with its two or three hundred people. One or two children in a house on the outskirts of the village were miraculously saved, and a few miners at work in one of the mines were able, after the most determined and persistent efforts, extending over many hours, to dig an opening for themselves through the mass of earth and rock which covered the tunnel entrance to the mine. The vastness of this land-slide, its stupendousness, can scarcely be comprehended by any one who has not seen the result of it. For mile after mile the train runs through a mass of earth and rock, spread out in the valley in places to a width of five miles, with a depth along the railway track of 40 feet, and devoid of vegetation, as must necessarily be the case for some years to come.



FERNIE, B.C.: THE TOWN THREE MONTHS AFTER THE GREAT FIRE.

The possibility of another great land-slide seems to have no terror for the people of Frank, who now number about 2,000, and have built their town immediately at the base of another towering, threatening section of this unreliable mountain. Watch is, apparently, kept by a specially appointed man for any signs or portents of impending disaster, and this is all that can be done, so long as Frank persists in retaining its somewhat perilous position. A thousand tons of coal, part of which is converted into coke on the spot, are mined daily at Frank by one company alone. Coke ovens exist at many places in the 114 miles between Frank and Cranbrook, all of them working at full pressure. Frank is able to pride itself upon possessing the only zinc refinery in the whole of Canada.

After a lengthy stay at this station, our train continues its gradual climb, and in the course of a little over an hour, during which time it covers a distance of less than fifteen miles, reaches the top of the Crow's Nest Pass, passes from Alberta into British Columbia, and begins its gradual, tortuous descent towards Cranbrook. At every turn the scenery changes. One minute we are running along the side of a mountain lake, the next dashing through a short tunnel. Here and there the track is laid on a narrow ledge, hewn out of the solid rock of the mountain side, with nothing between the train and the valley, or cañon, hundreds of feet below, but a sheer precipice, and nothing above but a straight wall of rock rising into the clouds, if clouds there be. In other places the track runs parallel to the channel of some raging, foaming, mountain stream, and then strikes off at right angles through a narrow pass in the mountains to another river valley beyond.

Down towards Cranbrook, down the great western watershed towards St. Joseph's Prairie, lying in the valley between the Rockies and the Selkirks, with the mountain peaks appearing ever higher and higher by reason of our correspondingly lower elevation, the powerful locomotive draws its heavily-laden train cautiously and carefully from one station to another, and, having safely accomplished its work, is given a well-earned rest in the round-house at Cranbrook.

Thirteen miles from Crow's Nest we run into the well-lit, prosperous mining town of Michel, which seems to be attaining a considerable degree of importance, although at present its population cannot be much over 2,000. Forty-five minutes later we reach Fernie, the largest town and centre of the North Kootenay coal mining district Fernie, it will be remembered, was almost completely destroyed by a great forest fire in the autumn of 1908. In the space of one short year it has been rebuilt, so that it is now difficult to find traces of the disastrous conflagration. Wooden buildings prevail in this and all the other towns of the district, thus, in the case of Fernie, rendering rebuilding operations both rapid and efficient. The city of Cranbrook came to the aid of the homeless people of Fernie in the most liberal manner, and provided food and accommodation for about 3,000 of them, brought thither as fast as trains could be found to carry them

The last place of any importance before reaching Cranbrook is Wardner. At present its prosperity is mainly due to the lumbering industry, but it may be expected to develop shortly a certain amount of importance as the junction of the new Kootenay Central Railway to Golden, on the main Canadian Pacific Railway line. This new line is to be built by the Canadian Pacific Railway at the rate of fifty miles a year, and will throw open to settlement some 200,000 acres of good land adjacent to the railway.

Photographs illustrating Mr. Blaynay's tour will be found on the front and middle pages of this number.

* *

CANADIAN HISTORICAL WORKS.

Champlain Society's Publications.

A unique opportunity is offered to bibliophiles and students of Canadian history by the Champlain Society of Toronto, of which Mr. B. E. Walker, C.V.O., D.C.L., LL.D., is President. The Society was founded four years ago for the purpose of publishing original historical material relating to the Dominion, either unprinted, or scarce, or requiring re-editing. The four books already published are Vol. I. of Lescarbot's "History of New France," Denys' "History of the Coasts of North America," Professor Bennett Munro's "Seigniorial Tenure in Canada," and Colonel William Wood's "The Logs of the Conquest of Canada." The publication of each volume is limited in number to 500, and it has now been decided to reduce the number of subscribing libraries from 250 to 200 and increase the number of members entitled to copies from 250 to 300. Owing to unavoidable delay on the part of the editors, it has been impossible so far to issue two volumes yearly, but it is hoped to issue those due in 1908 in the course of a few months. The assistant secretary-treasurer is Miss E. Creighton, Toronto, communications to whom should be addressed care of the Canadian Bank of Commerce.

* *

A CANADIAN RAILWAY HERO DECORATED

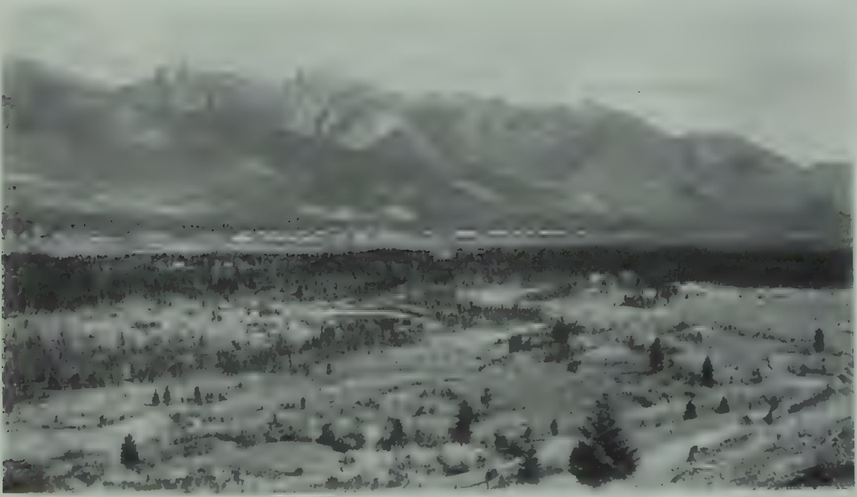
The King has granted the Albert Medal of the First Class to Conductor Thomas Reynolds, the train conductor who behaved with such splendid heroism on the occasion of the recent railway smash at Spanish River, Georgian Bay, Canada. Reynolds, it will be remembered, dived through the submerged and broken windows of the train after it had been precipitated into the river, made his way on to the roof, and saved the lives of several passengers. In addition, Reynolds has been presented by Sir Thomas Shaughnessy, on behalf of the Canadian Pacific Railway Company, with a gold watch and chain, and a cheque for $500, in recognition of his heroic conduct.

Dr. Wilfred Grenfell announces in *Toilers of the Deep* that the new enlargement of St. Anthony Hospital, Newfoundland, is now finished outside, and the top floor will be in use this winter. The heating apparatus for the whole building, however, cannot be completed till spring, when Mr. Halsey, of the Union Seminary, New York, and of Princeton University, will see to the proper installation. "The need for this enlargement," he adds, "is almost entirely owing to the splendid surgical work of Dr. John Mason Little, of Harvard, who joined us in 1907."

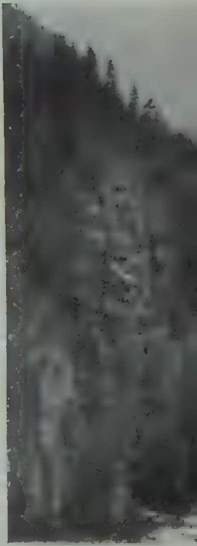
OUR PRIZE WINNER'S TOUR:

A VALLEY IN THE ROCKIES.

MICHEL, A COAL



MOUNTAIN RANGES AND FERTILE VALLEYS ON THE COLUMBIA RIVER.



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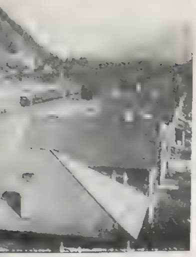
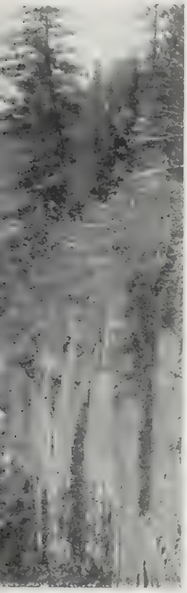
WINDERMERE LAKE, IN THE CENTRAL KOOTENAY DISTRICT, WHICH WILL B

The Third Thousand Miles.



N THE ROCKIES.

DEBRIS FROM THE GREAT GLACIER; THE HERMIT RANGE CAN BE SEEN IN THE DISTANCE.



N STREAM."

SCENERY IN THE KOOTENAYS.

HE NEW C.P.R. LINE WHICH IS BEING BUILT FROM WARDNER TO GOLDEN.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The civic estimates, prepared by the Mayor and City Treasurer, have been submitted to the Board of Control. They total $1.179.799. The feature of the Budget is a proposed reduction of one-half mill in the tax rate for public school supporters and 3.20 for separate school supporters. The rate for the former will be $22 per thousand of assessment, and the latter $25.

——In the presence of a large and distinguished audience the new consumptive home, the final realisation of the ceaseless efforts of the Ottawa Anti-tuberculosis Society, was recently opened by Earl Grey. The plan of building is such that all wards face the south and open on to large verandahs. It is possible to accommodate from forty-two to forty-six patients in all.

Toronto.—Asking for a Royal Commission to look into the whole question of fruit growing in Ontario, a deputation of fruit growers and several members of the Legislature waited on the Hon. J. S. Duff, Minister of Agriculture recently.

——The trustees of the estate of Mr. Hart A. Massey will give three fine Gothic buildings to the University of Toronto, at a cost of between $1,000,000 and $2,000,000—one for the Young Men's Christian Association, another for the Students' Union, as a home for athletic training, and the third for a students' public hall.

——Recently Mr. John C. Eaton gave £50,000 towards the new general hospital, which is affiliated with the University, and a bird's-eye view of the proposed new buildings is being circulated in support of a public appeal for the £200,000 which is yet required to complete the building fund of £500,000. The hospital will contain 449 beds for free cases, in addition to the 98 pay beds.

——Mr. E. B. Osler, Member of Parliament for Toronto West, has just given £50,000 for a city playground.

——Mr. W. H. Pearson, jun., who has resigned from the Consumers' Gas Company, of Toronto, and Mr. G. A. Bronder, of Brooklyn, N.Y., have invented a cheap gas process, by which they hope to furnish Toronto with illuminating and heating gas at 25 cents instead of 75 cents per 1,000 cubic feet, the price now paid.

Hamilton.—In view of the fact that the gas supply has been short several times this winter, the city engineer will inquire into the advisability of the Corporation establishing a gas-making plant.

Kingston.—There are 4,100 consumers of water from the municipal plant. Receipts in 1909 were $39,019, disbursements $23,294, and surplus $5,725. The committee in charge set aside $2,000 for depreciation, and also paid $7,900 in debentures and $9.571 in interest. The debenture debt carried by the city, but paid from the waterworks receipts, totals $208,100.

Welland.—The General Air Product Company, a firm of which most of the capital is from the United States, will, as soon as possible, erect a building here for the manufacture of oxygen, and will utilise the by-product from the Electric Steel Company, of Canada, which started a factory here last year.

——The International Tool Steel Company will erect a factory here this year.

London.—The Governor-General will open the "Made in London" Exhibition here on April 5, and on the same occasion will formally open the new sanitarium.

QUEBEC PROVINCE.

Quebec.—Mr. F. M. Libby, representing the Champion International Company, of Lawrence, Mass., is in negotiation with Mr. Joly de Lotbiniere in regard to securing a large cut of timber from the seigniorial lumber limits of the latter, situated at Pointe Platon, Lotbinière County.

——An interesting event took place at a special meeting of the Quebec Board of Trade, when, in the presence of a large number of the members of the Board, an address congratulating Captain Bernier, commander of the *Arctic*, upon his successful achievements in the Far North and the important work he has done in the Arctic regions for the benefit of the Dominion of Canada, was delivered.

Montreal. The town of Longueuil, on the south shore of the St. Lawrence, opposite Montreal, is to be the site of a big military depôt, forming part of a new scheme inaugurated by the Department of Militia and Defence, for the reorganisation of the land defences of Canada. Land to the extent of 180 acres has been purchased, which will provide for the necessary buildings and parade ground. There will be a central school for all arms of the service, and the cavalry school now at St. John's, Quebec, will be moved there.

Great interest has been aroused in artistic circles in Montreal by the opening in the Art Gallery on Phillips Square, of an exhibition of painting and sculpture by members of the Canadian Art Club.

Gaspe.—Mr. J. L. Perrin, K.C. (Liberal), of this city, has been returned for the seat vacated by Dr. J. L. Lemieux, appointed Sheriff of Montreal. It is understood that Mr. Perrin, who is a very able lawyer, will enter the Government of Sir Lomer Gouin in the near future.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

The official returns of moose killed in Nova Scotia the past season, now complete, show a total of 405, all bulls, as the cows are having a close season for a few years.

The Legislature has been opened with the usual military display. Mr. George E. Faulkner has been elected Speaker of the House.

The Public Accounts of the Province show that the total expenditure for the year amounted to $392,655, and the revenue to $375,374, a difference between revenue and expenditure of $17,490. The total liabilities of the Province for debentures, loans, and bank balances amount to $863,206. If the capital account is excluded there has been a surplus on the transactions of the year. The principal item in capital account is the final payments for the new infirmary, which amounted to $15,941, and this accounts for more than the deficit.

News of the Province.

The project of establishing the National Rolling Mills in Sydney has now been most successfully launched, and there is little doubt but that the work of construction will be started very shortly. It is learned that the underwriting of $1,250,000 has been taken by J. M. Robinson and Company, of St. John.

The St. Croix Lumber Company started their pulp mill at Hartville a short time ago. The first shipment, of between two and three hundred tons, will likely go forward this week for the English market. This is practically the first heavy shipment of pulp from Hants County.

At the annual meeting of the Middleton Board of Trade a report of the year's work was submitted by Mr. C. W. Montgomery, who was re-elected President for the ensuing year. Mr. F. L. Shafner Vice-president, and Mr. S. H. Morrison Secretary-Treasurer.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

The Hon. J. K. Flemming, M.P.P., was in this city recently to look after a large consignment of potatoes which were being sent to Havana on the Thomson Line steamer *Haakon VII.*, which had, besides 12,000 barrels of potatoes, a cargo consisting of 6,000 bushels of oats, 200 tons of hay, and 600 packages of fish. This is said to be the largest cargo of produce ever shipped from St. John to Havana.

The Directors of the Dominion Exhibition Association, at a recent meeting, were asked to make provision for upwards of $20,000, which will be used for the various services of the big show. The prize list this year will amount to nearly $25,000, about $10,000 more than ever before.

Coal and Railway Commission.

The report of the New Brunswick Coal and Railway Commissioners says that during last year the total earnings for the year were $73,022, while the operating expenses were $73,440, showing a deficit of $418. During the year $27.586 was expended on capital account. As compared with 1908, the operating expenses show an increase of $8,049 and earnings of $11.543. The number of tons of coal hauled in 1909 was 33,358 tons, or 6,000 tons less than the previous year. The Commissioners recommend an expenditure of $5,000 to complete the ballasting.

There was a large attendance at the "St. John Night" of the Canadian Club, and the meeting was very interesting. The report of the secretary, Mr. E. T. C. Knowles, stated there is now a membership of 550 members, a net increase of 67 members. The report of the treasurer, Mr. J. N. Harvey, showed receipts of $1,083, and expenditure $845, leaving a balance on hand of $238.

Mr. Harry J. P. Good, of Toronto, a practical exhibition man with twenty years' experience in connection with the Dominion Exhibition at Toronto, as well as with fairs in other Ontario centres, in Winnipeg, and in Calgary, has been appointed manager of the Dominion Fair which is to be held in St. John this year.

PRINCE EDWARD ISLAND

Charlottetown.—The report of the Agriculture Department, which has been laid on the table in the Legislative Assembly, shows a prosperous agricultural year. The value of the field crop was $9,500,000. The year was one of the best in the island's history for dairying, the milk supply producing butter and cheese valued at $524,000, an increase of 30 per cent. over 1908. The chief feature of the year was the establishment of an experimental farm.

——The public accounts show the ordinary revenue for the year to be $375,000; ordinary expenditure, $365,000; expenditure on capital account, $28,000; total liabilities, $863,000. The largest item of expenditure was $129,000 for education, or over one-third of the revenue.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

The Provincial Treasurer, in his annual statement, claimed a surplus on consolidated revenue of $524,000. Of this, $171,983 had been spent on capital account. The total cash in hand at the end of the year, representing accumulations to that date, was $1,382,969. Out of this it was intended to retire the million dollars of railway bonds maturing next July. During the year telephone construction had exceeded the amount voted by an amount represented by a bank overdraft of $387,000. An expenditure of $2,500,000 on telephone construction was announced for the coming year. The assets of the Province were estimated at $50,000,000. The increase in the Provincial telephone system during the two years of Government ownership has been enormous. There are 5,180 miles of long-distance lines. Two years ago there were 3,350 miles. The total number of subscribers is 25,300. There are 7,000 farmers with rural 'phones, and 5,000 subscribers were added this year, an approximate total of 11,000 in two years. The increase in revenue for the year is $140,444.

Three reports of University Commission have been laid on the table of the Provincial Legislature of Manitoba. The majority of the Commission in their report advocate a State University out and out, organised on the basis of the American State Universities. They suggest that there should be a Board of Governors to look after business and financial affairs, and a Senate to handle academic matters.

Peter Veregin, head of the Doukhobors, who was here recently, buying $50,000 worth of supplies for the community, states that half of the Doukhobors in this Province will remove to British Columbia fruit lands, owing to the Dominion Government refusing to grant them homesteads after they had cultivated the land. The Canadian law requires that an oath be taken by homesteaders, which the Doukhobors decline to take.

The annual show of the Winnipeg Poultry Association opened a short time ago in Selkirk Hall. Judging from the number and quality of the exhibits, it is the biggest and best poultry show ever held in Western Canada.

The historic O'Connor Hotel on South Main Street between the Canada Permanent block and Friendship Hall is to be rased to the ground, and in its place a handsome block of marble, steel, and concrete is to be erected on the site.

Mr C P. Walker, of the Walker Theatre, has announced that he has purchased the Winnipeg Theatre for $120,000, and will this season erect another modern theatre in Winnipeg. The Walker will be given over entirely to vaudeville. It is also understood that Mr. Walker will erect theatres at Fort William and Saskatoon.

At a special session of the Commercial Bureau of Brandon many important items were brought up for discussion, chief among these being the appointing of a secretary to carry on the publicity work of the organisation. A motion was carried that the Publicity Committee be instructed to secure applications for the position of secretary. Mr. J. Murdock was unanimously appointed treasurer in place of Mr. D. H. Scott, who has resigned.

SASKATCHEWAN.

(From Our Own Correspondent.) Regina.

An influential delegation recently waited upon the City Council at a specially convened meeting, for the purpose of setting before the Council details of a project for a large Methodist residential college in the city. It is desired to obtain from the city practical support in the shape of the site now occupied by the city hospital, but which will be vacated in the fall when the new hospital is completed. The plans, as outlined by the Rev. J. H. Oliver, demand an expenditure of nearly $500,000, half of which sum will almost immediately be put into the buildings. The sum of $125,000 of the required amount is to be found by local Methodists, and of the remainder, $125,000 will be provided by the Saskatchewan conference and the balance will be made up by individual subscription. Of the amount to be raised locally, $85,000 has already been subscribed.

News of the Province.

Messrs. Barker and Johnson, of Edmonton, have completed final arrangements for the new flour mill to be erected at Lloydminster.

The municipal election at Watrous resulted in the election of Mr. Edwin Meadows as Mayor.

Another old institution has gone with the disappearance of the mail carrier on the Qu'Appelle-Wishart mail route. This is the last remaining link of the Qu'Appelle-Prince Albert route that was established thirty years ago.

The annual meeting of the Wolseley Board of Trade has been held, and the election of officers resulted as follows: President, Mr. R. A. Magee; vice-president, Mr. E. E. Perley; secretary, Mr. J. A. Hill.

The election of officers has also taken place at Arcola, where a Board of Trade has been newly formed. The officers are: President, Mr. J. N. Kennedy; vice-president, Mr. C. C. Cook; secretary, Mr. Jas. R. Donaldson; treasurer, Mr. Alex. Lowe.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton.

At the annual banquet of the Edmonton Typographical Union an important announcement was made by the Hon. C. W. Cross, Attorney-General, to the effect that in all printing contracts let by the Province of Alberta the work must be done under union conditions

News of the Province.

That steps should be taken to prevail upon the provincial authorities to stop the Indians slaughtering deer, beaver, and other wild game, was one of the matters discussed at the annual meeting of the Alberta Fish and Game Protective Association just held at Calgary. While whites are allowed to kill only one deer in a season, it was reported that the Indians are killing them without limit. An instance was related where seventeen Indian pack ponies loaded with deer were seen at Cowley last fall. The Indians hunt with dogs, and there is a special grievance against the Stony Indians.

The Calgary City Council has decided to tax land at its full value, buildings at a 50 per cent. valuation, and not tax church property in any matter whatever.

Arrangements have been completed for the immediate establishment of a daily morning paper in Lethbridge. Mr. J. H. Woods, of Calgary, for the Southams, of Ottawa and Hamilton, Ontario, has bought the *Lethbridge News*, and will issue it in daily form as soon as the necessary plant can be installed. The *News* is one of the oldest papers in the Province.

The provincial seed fair has been held this year at Lethbridge. There were entries representing about 10,000 bushels of seed grain. In the wheat and oats classes the grain all graded very high, and competition was very close.

A new post office, costing $70,000, will be erected in Strathcona next summer, and word comes from Daysland of the formation there of a Canadian Club.

BRITISH COLUMBIA.

Victoria.—In development of the policy of the present Chief Commissioner of Public Works, the Hon. Thomas Taylor, for the establishment of a through inter-provincial trunk road extending from the coast, by linking up various existing road systems, to connect with the main road systems of Alberta, a special report has just been presented to the Government by Mr. Lewis Hind, who has investigated the geographical and engineering conditions between Princeton and Hope.

——The total number of scholars now enrolled in the city is 3,124. The percentage of attendance is 92.53.

— The estimates placed before the Provincial Parliament for 1911 provide for the expenditure of $7,738,251, and anticipate a revenue of $7,000,026. The Provincial Treasury has cash in hand to the amount of $6,500,000. A sum of $4,256,805 is to be expended during the financial year on necessary public works. It is estimated that the total production of the industries of British Columbia during 1909 was worth $80,000,000, or more than $300 per head of the population.

Vancouver.—The proposal to hold in Vancouver in November the first Canadian National Apple Show has been warmly endorsed at a meeting held in the office of the Tourist Association in this city. A provisional committee of representative citizens was appointed, which will request the Mayor to call a public meeting with the object of forming a permanent association.

The estimates of Vancouver's Board of Works for the current year aggregate $450,000. Large increases in every field of activity are deemed imperative.

Esquimalt.—At Esquimalt, which will be the Pacific headquarters for the two cruisers which the Canadian Government is to build, and the training ship *Rainbow*, the total annual expenditure will be approximately $1,088,000. The cruisers will have a complement of 40 officers and 742 men, and the annual cost of pay, victualling, upkeep, etc., is estimated at $708,000. The *Rainbow*, with a crew of 16 officers and 163 men, will cost about $230,000 per year. For dockyard maintenance at Esquimalt the estimate is $160,000 per year.

Cranbrook.—The Board of Trade is representing to the City Council the desirability of levying a $100 tax on all brokers, realty agents, and curbstone brokers not permanently located in the city, as a means of dealing with a considerable body of men now touring the Province wildcatting in lands.

Burnaby.—A contract has been entered into between the municipality of Burnaby and the British Columbia Electric Railway Company, whereby the company has agreed to supply water to a section of the district at 8½ cents per 100 cubic feet.

Nelson.—Mr. F. A. Starkey has been unanimously elected president of the Board of Trade for the fifth term.

Kamloops.—The civic income of Kamloops has grown from a few thousand to $171,000 in 1909. It is claimed that the taxation is lighter than in any other town or city in British Columbia.

ROYAL COLONIAL INSTITUTE.

Proposal to Amalgamate with British Empire League.

A suggestion has been made that the British Empire League should be amalgamated with the Royal Colonial Institute, and a committee of the latter body are considering both this question and that of co-ordinating the work of the Victoria League with their own. An announcement to this effect was made by Lieut.-General Sir J. Bevan Edwards, the chairman, at the annual meeting of the Royal Colonial Institute. It was, he also remarked, a question whether the time had not arrived when some change in the name of the Institute might not be necessary, for the title of Royal Colonial Institute no longer seemed to be appropriate, and it had been suggested that the title of the "Royal United Empire Institute" would express more clearly the aims and objects of their organisation. The Council would be glad of any expression of opinion upon this question from the Fellows in various parts of the Empire. It was, he added, proposed to form local centres in various parts of the Empire where the Fellows could meet together for the reading and discussion of papers. It was also proposed to bring home to the people of the Mother-country, by means of lantern lectures, a knowledge of the Over-seas Dominions. At the end of the year the Institute's membership consisted of 1,412 resident, 3,097 non-resident, 14 honorary Fellows, and 18 Associates, or 4,541 in all.

THE FESTIVAL OF EMPIRE.

At a meeting of the Council of the British Empire League Sir Walter Hely-Hutchinson was elected Chairman of the Executive.

The Duke of Devonshire (the President) moved: "That the hearty support and co-operation of the British Empire League be accorded the Festival of Empire (1910), and that the members of the League be hereby invited to do all in their power to ensure the success of the Festival." He said that, judging from what had already been written on the subject, they could see that the Festival would be on a very large scale, and would redound to the credit of those connected with it. They could all individually and collectively do much to make that Festival a success, and he was sure that everything in their power would be done to make it a success worthy of its name.

Lord Brassey, who seconded, said they could not have such a gathering as was proposed without doing something very material to strengthen the Imperial sentiment, and he believed the opportunity would be made use of to great advantage in calling attention to new resources in various parts of the Empire.

The resolution was carried unanimously.

"A SACRIFICE OF DIGNITY AND INFLUENCE."

"Inasmuch as these independent institutions can scarcely avoid overlapping one another, or at least working on somewhat similar lines, concentration of their efforts might result in executive economy," remarks the *Outlook*. "But it must be remembered that some of these bodies have a direct political purpose, and are conducted on more or less party lines. An organisation like the Colonial Institute would sacrifice much of its dignity and influence if it became identified, however remotely, with a political propaganda. Its Imperial character can only be maintained and developed by systematically holding aloof from all party questions which have not for their sole aim the unity of the British States. Even an increase of membership and revenue would be a tactical error if it meant subordinating the independence of the Institute to the dictates of party. There seems to us to be abundant scope for the activity of the Institute conducted upon its present lines."

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A GLOWING TRIBUTE TO CANADA.

A package bearing the Edinburgh postmark recently arrived at the offices of the Festival of Empire. The package contained half a sovereign tied up in a corner of a red-check handkerchief, two ears of ripe wheat, and the following note addressed to "the Manager of the Festival of Empire":

"I understand that you're fixing up a Canadian week at the Festival of Empire. Do it well. You can't pay too much attention to Canada. She's only human, and she's the best-looking sister in the family. I owe her more than I shall ever be able to pay, but that's my story, not yours. I'm an old man now, but I'm dead keen on seeing Canada at the Crystal Palace. If it wasn't for Canada I should have to walk to the Palace, but that's my story again. I want the best seat you can give me for the half-sovereign tied up in the handkerchief, and if I can't come myself I'll send my grandson, aged seventeen. . . . The sample of wheat I send with this note was grown by me on my own farm near Calgary, Canada."

The officials at the Festival Office have returned the half sovereign with a ticket for a reserved seat in the Pageant Grand Stand.

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THE CHURCH ARMY.

In the annual report of the Church Army, it is stated that no renewed activity in the work of the Emigration Department is to be reported. The Canadian Government regulations still continue in force, with the result that the Army's work continues to be crippled. During the year, 160 persons, single men and families, were sent to Canada, and seemed likely to do well. All payments of money advanced to emigrants are being made punctually. During the last two years over £5,000 has been received in emigrants' repayments. The number of Church Army emigrants deported under the regulations of the Dominion Government has been less than 5 per cent. of the total number emigrated.

The List of Subscriptions will open on WEDNESDAY, March 9th, 1910, at 10 o'clock a.m., and close both for Town and Country on or before FRIDAY, March 11, 1910, at 4 o'clock p.m.

A Copy of the full Prospectus has been filed with the Registrar of Joint Stock Companies.

West Canadian Collieries,

LIMITED.

(Incorporated under the Companies Acts, 1862 to 1900.)

Share Capital £720,000, divided into 720,000 Ordinary Shares of £1 each, of which 680,318 have been issued and are fully paid.

Offer of £200,000 Six per cent. First Mortgage Debentures, part of an authorised Issue of £300,000, in Debentures to Bearer of £100 and £20 each.

PARR'S BANK, LIMITED, is authorised by WEST CANADIAN COLLIERIES, LIMITED, to receive subscriptions for the above Debentures at the price of 95 per cent., payable as follows:—

On Application	**10 per cent.**
On Allotment	**35 "**
On May 31st, 1910	**50 "**
	95

Payment in full under discount at the rate of 3 per cent. per annum may be made on allotment.

Interest at the full rate (Free of English Income Tax) will be paid half yearly on 1st March and 1st September by Coupons attached to the Debentures and payable at Parr's Bank, Limited, Bartholomew Lane, E.C. The first Coupon will be payable on 1st September, 1910, and the amount payable thereunder will be calculated as from the dates of the instalments.

The Debentures will be secured by Trust Deeds containing a specific first charge in favour of the Trustees upon the Mines, Mining Rights, and Lands of the Company, including the Branch Railway hereafter mentioned, and the Buildings, Fixed Plant and Machinery held in connection therewith, and a floating charge upon the remainder of its property and assets, present and future, other than uncalled capital, with a provision that no mortgage or charge upon any property of the Company is to be created ranking in priority to or *pari passu* with the Debentures.

An annual Sinking Fund for the redemption of the Debentures will be formed by paying to the Trustees for the Debenture-holders out of the profits of the Company the following annual sums:—

£3,000	on the 1st of March,	1911-1912;
£4,500	" "	1913-1914;
£6,000	" "	1915, 1916, 1917, 1918;

And on the 1st of March in each succeeding year such proportion of the money secured by the Debentures for the time being outstanding, as together with the funds in the hands of the Trustees and accumulated interest thereon, will be required to repay such Debentures at maturity at par.

This Sinking Fund may at the option of the Company be applied for redeeming the Debentures by drawings at a premium of 5 per cent. up till the 1st March, 1920, and after that date at par, or by purchase in the market at or under those prices. Any Debentures not redeemed by the 1st September, 1935, will be repaid on that date at par. The Company also reserves the right to incre the amount of the Sinking Fund, or to redeem at 6 months' notice, or purch in the market all or any of the Debentures at any price not exceeding the price at which they are for the time being redeemable out of the Sinking Fund. In the event of voluntary liquidation before the 1st March, 1920, for the purpose of amalgamation or re-construction, the Debentures will be repaid at a premium of 5 per cent.

The Debentures will in due course be delivered in exchange for the fully-paid Allotment Letters.

TRUSTEES FOR THE DEBENTURE HOLDERS

The Right Honourable LORD WALERAN, P.C., 44, Hans M[illegible], S.W.

PARIS FREDERICK DRAKE BROCKMAN, No. 17, Victoria Street, S.W., Barrister-at-Law.

MAURICE THIEFFRY, 207, Boulevard de la Liberté, Lille.

DIRECTORS.

ALPHONSE WICART, late Judge of the Commercial Court, 7, Rue de Tenremonde, Lille (Chairman).

JOHN ROBERT TENNANT, Director, Canada Iron Corporation, Limited (London Board); Chairman, Anglo-Canadian Finance Company, Limited, 6, Old Jewry, E.C.

ARTHUR ANTHONY BAUMANN, Chairman, Consolidated Trust, Limited; Director, Omnium Investment Company, Limited, 44, Hyde Park Square, W.

FRANCOIS LEFEBVRE, Manufacturer, 320, Rue Nationale, Lille.

EDMOND ORY, Gentleman, Lambersart (Nord).

EDOUARD DECOSTER, late President of the Commercial Court and Member of the Chamber of Commerce, 13, Rue de la Louvière, Lille.

BARON RENÉ DE LA GRANGE O'TARD (O'Tard Dupuy and Co.), late Judge of the Commercial Court of Cognac, 3, Rue Jean Goujon, Paris.

EDOUARD CARLIER, Manufacturer, 119, Rue Jacquemars, Gélée, Lille.

JEAN CAVROIS, late Judge of the Commercial Court of Roubaix, 54, Boulevard de Paris, Roubaix.

BANKERS. PARR'S BANK, LIMITED, Bartholomew Lane, E.C.

BROKERS. BOURKE, SCHIFF and CO., 28, Throgmorton Street, E.C.

SOLICITORS

FOR THE COMPANY. PAINES, BLYTH and HUXTABLE, 14, St. Helen's Place, E.C.

FOR THE TRUSTEES. HERBERT SMITH, GOSS, KING, and GREGORY, 62, London Wall, E.C.

AUDITORS. MEREDITH and CO., 28, Gresham House, E.C.

SECRETARY and REGISTERED OFFICES. ANDRE GHESQUIER, 119 and 120 London Wall, London, E.C.

Prospectuses and Forms of Application may be obtained at the Offices of the Company and from their Bankers and Brokers.

London, March 7th, 1910

Railways, Shipping, and Commerce.

RAILWAYS.

The Hon. G. P. Graham has appointed Mr. D. Pottinger to be assistant chairman of the board of management of Government railways. The position is a new one and will relieve the newly appointed Deputy Minister of Railways, Mr. A. G. Campbell, of much detail work specially connected with the Government Intercolonial Railway.

Tenders are being asked for the construction of a short branch line of the Intercolonial Railway between George's River and Sydney Mines.

It is officially announced by the Grand Trunk Pacific Railway Company that the first divisional point on the railway west of Edmonton is named "Edson," which is situated 126 miles west of Edmonton, and eight miles west of Wolf Creek, the present western terminus of the completed portion of the G.T.P.

The Dominion Atlantic Railway has arranged to complete the North Mountain branch of its line from Centreville, in New Brunswick, which will pass through one of the richest agricultural and fruit-growing districts of the Province.

Contracts for supplies for the Alberta and Great Waterways Railway totalling upwards of $3,000,000 have been awarded during the past few weeks by President W. R. Clarke, including 40,000 tons of 56-lb. steel rails awarded to the Algoma Steel Company, bolts from the Toronto Bolt Company, spikes from the Peck Rolling Mills, Montreal, and fish plates and angle bars from the Nova Scotia Steel and Coal Company. The steel will be sufficient to cover the entire line to Fort McMurray.

CONSTRUCTION WORK ON THE C.P.R.

According to a statement made by Mr. Whyte, the second vice-president of the Canadian Pacific Railway, the details of the construction work to be undertaken this year in western Canada are as follows:—

In Saskatchewan, complete the line from Regina by a 15-mile cut-off from Craven to Bulyea, giving Regina direct communication with Northern Saskatchewan. A line from Craven on the west side of Lost Mountain Lake, north-westerly to Colinsay, on the line between Winnipeg and Saskatoon, 110 miles, opening up a new farming territory. A big bridge over the South Saskatchewan at Outlook, and a line westerly, 93 miles from Outlook, and from that point north to Macklin, on the Saskatoon-Wetaskiwin line. A line from a point 26 miles west of Weyburn, where the present line ends, 25 miles further. This is a colonisation line, and will be ultimately extended to make a through line between Weyburn and Lethbridge. On the Lauder colonisation line the road will be continued from Tilston, 24 miles west. From Regina a line will be built south-east to Craven, on the cut-off between Weyburn and Stoughton, 79 miles. These lines are all in Saskatchewan.

In Alberta the programme includes a line running north from Langdon, which already extends 30 miles to Rirricana, in the irrigation country. This will be extended 15 miles easterly, to give further facilities to settlers in the irrigation block, and will be eventually carried north to connect at Red Deer with the Calgary and Edmonton line. Another line will be built on the Kipp extension, west of the Belly River viaduct, which now stops at Carmanguay, on the Little Bow River. This will be extended northerly 30 miles to take care of the Alberta fall wheat.

In British Columbia, in the Columbia and Kootenay Valleys, a line will start from near Elcho, on the Crow's Nest Pass line, up to Fort Steele, to meet the line already started southward from Golden, making a connection between the two main lines, a distance of 174 miles.

A direct regular steamship service between New York and Vancouver viâ Cape Horn has been inaugurated by the s.s. *Coulsdon*, which left the former port last month with a cargo of rails from the Pennsylvania Steel Company. Mr. Galt, of the Northern Steamship Company, represents the line at Vancouver.

REMITTANCES TO CANADA.

The Canadian Express Company, of 44-46, Leadenhall Street, E.C., and 17-19, Cockspur Street, Charing Cross, 20, Water Street, Liverpool, and 75, Union Street, Glasgow, has made arrangements by which it will issue drafts or unlimited cheques in dollars.

The drafts are drawn on all points in Canada and the United States, and are paid by the agents or correspondents at their full face value without charge or deduction; they are a speedy and safe method of making remittances.

Travellers' cheques can be obtained at any of the Canadian Express Offices at the very lowest rate of exchange. Tourists will find these cheques convenient for use in Canada, the United States, and Mexico.

THE BONUS FOR CANADIAN DRY DOCKS.

A despatch from Ottawa says there have been negotiations going on for some time between interests desirous of building dry docks in Eastern Canada and the Government. Some time ago a company, in which the C.P.R., the Allans, the Dominion Line, and other interests were included, asked the Government for a bonus of 4 per cent. for fifty years on the cost of building dry docks at Levis and St. John, N.B.

The statutory allowance is now a bonus of 3 per cent. for twenty years on a maximum expenditure of $1,500,000. In view of the fact that the size of vessels has increased, and the size and cost of dry docks have correspondingly increased, it is understood that the Government proposes to bring in a Bill to enlarge the statutory allowance for Government dry dock aid to a bonus of 3½ per cent. for twenty-five years.

It is understood that this aid is likely to result in the construction of a larger dry dock at Levis (Quebec), and others probably at St. John and Montreal.

The *Ottawa Free Press*, a Government organ, states that an announcement will shortly be made of an agreement by the Government with either Messrs. Harland and Wolff or Messrs. Vickers, Son, and Maxim to establish a shipbuilding dockyard and plant to construct large vessels for the Canadian Navy.

SEAMEN'S WAGES ON THE PACIFIC COAST.

According to the *Victoria Times*, the Puget Sound Shipping Association, representing the steamship companies operating into Alaska waters, and the different unions have come to an agreement on a scale of wages and working hours.

Sailors on the Behring Sea and the Valdez and Skagway routes will receive $50 a month, with $55 for boatswains; working hours in port to be nine hours, with all overtime and Sundays and legal holidays at 50 cents an hour.

Firemen and water tenders receive $55 a month, and coal passers and oilers $45 a month, with overtime at 50 cents an hour.

Cooks and stewards on passenger steamers are to receive at the rate of from $30 per month for waiters to $50 per month for a second steward and $65 per month for a chief cook.

The vessel owners agree to employ only union men in all the departments, and the unions agree that if a lower scale is allowed with any organisation or steamship company the agreements shall be amended to conform with the lower scale.

A despatch from Sydney states that the Dominion Iron and Steel Company are having two vessels built in England specially adapted for the ore-carrying trade for cargoes of not less than 10,500 tons each on a maximum draught of 25ft. They will have an average speed of 10 knots an hour, and dimensions, length over all of 450ft., and breadth of 58ft.

STEAMSHIP SAILINGS.

ALLAN LINE. From Liverpool to Halifax and St. John:—
March 18.—R.M.S. *Victorian.*
March 24.—S.S. *Corsican.*
April 1.—R.M.S. *Virginian.*
April 7.—R.M.S. *Tunisian.*
From London to Halifax and St. John:—
March 16.—S.S. *Sardinian.*
March 30.—S.S. *Pomeranian.*
From Glasgow to Halifax:—
March 19.—S.S. *Grampian.*
March 26.—S.S. *Pretorian.*
April 2.—S.S. *Hesperian.*
C.P.R. LINE.—From Liverpool to Halifax and St. John:—
March 16.—S.S. *Lake Champlain.*
March 25.—R.M.S. *Empress of Britain.*
April 8.—R.M.S. *Empress of Ireland.*
WHITE STAR DOMINION LINE.—From Liverpool to Halifax and Portland:—
March 24.—S.S. *Dominion.*
April 7—S.S. *Canada.*

The direct weekly mail service from Liverpool to St. Lawrence ports, instead of to Halifax and St. John, will commence with the departure of the R.M.S. *Empress of Britain* on Friday, April 22, followed by the *Virginian*, *Empress of Ireland*, and *Victorian* on the following Fridays throughout the season. The terminal port of the two Allan turbine mail steamers will be Montreal, and of the C.P.R. *Empress* steamships, Quebec. Captain Vipond, Commodore of the Allan Line, commands the *Virginian.* Captain Forster the *Empress of Ireland*, Captain Murray the *Empress of Britain*, and Captain Outram the *Victorian.*

OUTGOING AND INCOMING CANADIAN MAILS.

In addition to the direct Canadian mail from Liverpool viâ Halifax, despatched from London early on Friday mornings, mails for Canada will be despatched during the ensuing week as follows:—Saturday, March 12, noon, per Cunard R.M.S. *Mauretania*, viâ Queenstown. Wednesday afternoon, March 16, per s.s. *Philadelphia*, viâ Queenstown; and Saturday forenoon, March 19, per Cunard R.M.S. *Lusitania*, viâ Queenstown.

The mails due from Canada during the week are:—To-day (Saturday) per R.M.S. *Corsican* from Halifax, and per s.s. *Philadelphia*, viâ New York. Monday afternoon, March 14, per s.s. *Kaiser Wilhelm der Grosse*, viâ New York; Tuesday, March 15, per R.M.S. *Lusitania*, viâ New York; and Saturday, March 19, per R.M.S. *Empress of Britain.*

NEW C.P.R. SERVICE TO AUSTRALIA

The Canadian Pacific Railway Co. announces the opening of a new direct steamer service between Canada and Australia, in the name of the New Zealand Shipping Company. The first steamer, the *Rakaia*, will leave Montreal on May 15, and a month later the *Whakatane* will sail from St. John to Melbourne and Sydney.

THE C.N.R. ROYAL STEAMSHIP COMPANY.

On another page we allude to the announcement that the Canadian Northern Railway's new line of transatlantic steamships will be known as the Royal line, and that the two pioneer steamships have been named the *Royal Edward* and the *Royal George*. Mr. D. M. Hanna, third vice-president of the C.N.R., is in London, and Mr. Mackenzie, the president, is expected next week. At the time of going to press no official announcement has been made as to what English terminal port has been decided upon, but it is probable Avonmouth will be selected, Southampton being the second choice.

The Quebec Steamship Company, which operates a line between Montreal, Nova Scotia, and Prince Edward Island ports, has purchased the s.s. *Ungava*, a larger and faster vessel, to replace the s.s. *Campania.*

Trade and Business.

PROGRESS OF MOTORING IN CANADA.

Successful Exhibition held in Toronto.

The greatest automobile show ever held in Canada recently took place in Toronto under the auspices of the Ontario Motor League; over 120 cars were exhibited. The Hon. Sir William Mulock, K.C.M.G., performed the opening ceremony, and in the course of his address said that two years ago there were less than 2,000 automobiles in use in the Province of Ontario, while now the number was 8,000 in that area of Canada alone. Even in the motor-car business Canadians had the spirit, the money, and the ambition to keep pace with their neighbours. Big industries were growing up in Canada to fill the recognised want of the people for cars. The pioneer car had been the Russell, which now not only had a hold on Canada, but was being sent out to other countries as well. Some time ago when he was in the Antipodes he met the Russell car there. The products of the McLaughlin Company, from the thriving town of Oshawa, were winning favour. The Reo was also being made in Canada, and he was informed that three new manufacturing establishments were being started in Walkerville. While they welcomed the American maker, they intended to meet him and beat him.

Sir William, who is Chief Justice of the Province, then referred to the subject of automobile legislation, and was decidedly favourable to the motorists' point of view. "Legislation from this time forward will not be of a prohibitory or hostile character," said he, "but of a character favourable to the automobile owner. It should be remembered at the same time that the entire public must share public rights, and that no monopoly can be tolerated."

The officers of the Ontario Motor League for the current year are as follows:—President, Wm. Stone; First Vice-President, Paul J. Myler; Second Vice-President, A. E. Chatterson; Directors, Wm. Dobie, T. A. Russell, George H. Gooderham, Noel Marshall, J. C. Eaton, O. Hezzlewood, F. E. Mutton, J. Curry, H. B. Wills, W. G. Trethewey, L. B. Howland, F. Roden, W. C. Bailey, Morse Fellers, H. W. Beatty, Fred Powell, W. J. Douglas, all of Toronto; George S. Matthews, Brantford; W. W. Doran, Niagara Falls; F. F. Miller, Napanee; M. J. Overell, Hamilton; G. M. McGregor, Walkerville; W. T. Marlatt, Oakville; James Moodie, Hamilton; R. B. Hamilton, St. Catharines; H. Corby, Belleville; Dr. Forbes Godfrey, Mimico; Charles Robson, Oshawa.

Mr. Dobie, the retiring President, in his annual address, stated that the League had grown from its initial membership three years ago of 235 to a total of 767. Since the last annual meeting 314 new members have joined. The value of the cars on exhibition was about $500,000, and the number of exhibitors twenty. Besides those from Canada and the United States, there were cars from England and France. One large car from England won especial attention. The White Knight engine, which was originally placed on the market by the Daimler Motor Co., of Coventry, and the Canadian rights in which were acquired by the Canada Car and Foundry Co., also attracted considerable notice.

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TRADE NOTES

The Dominion Bridge Company, of Montreal, has been awarded the contract for the steel work on a million and a quarter dollar building to be erected in Winnipeg; also the Grand Trunk Pacific bridge across the Red River at Winnipeg, the Calgary power plant at Exshaw, and the Carnegie Library at Calgary.

The duty to be levied on curved iron and steel railway bars or rails (punched or not) has been fixed by the Canadian Board of Customs at $4.50 per ton under the preferential tariff to Britain and $7 per ton under the general tariff; on wire drawn plates 15 per cent. and 27½ per cent. respectively; on bicycle chain (of steel, not detachable, linked) 20 per cent. and 30 per cent.

HOW TRADE IS GROWING.

Canada's trade for January totalled $51,500,102, an increase of $12,322,627, or nearly 30 per cent. over the corresponding month of last year, and constituting a record for the month. For the first ten months of the present fiscal year the total trade has been $563,986,780, an increase of $95,610,931, or about 20 per cent. The imports in January totalled $30,253,852, an increase of $7,140,225 over January, 1909. Exports of domestic products totalled $20,258,406, an increase of $4,871,084. For the ten months imports have totalled $302,050,207, an increase of $60,978,445. Exports of domestic products for the ten months totalled $241,575,219, an increase of $31,404,708. Of this increase, about $16,000,000 was in exports of agricultural products, and seven and a half millions in exports of the forest. Exports of manufactures show an increase of nearly two millions. The customs revenue for the month was $4,606,402, an increase of $944,037. For the ten months the customs revenue has been $48,692,459, an increase of $10,361,341, or a little over a million a month.

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DRY GOODS TRADE PROSPECTS.

Mr. J. D. Ivey, the retiring chairman of the Dry Goods Section of the Toronto Board of Trade, in his retiring address said: "It would appear that we are entering upon what promises to be one of the most prosperous periods of our history. Expansion appears to be the watchword, and is rightly so, but in a new country we should guard against over discounting the future as well as against mushroom growth, and be prepared for adverse times, which come at different periods. We might, therefore, qualify expansion to the extent of suggesting that we guard against over importation, over production, and too great an expansion of credit."

Mr. W. R. Smallpiece has been elected Chairman and Mr. Charles Marriott Vice-Chairman for the current year. Mr. F. G. Morley, the Secretary of the Board of Trade, will continue to act as Secretary-Treasurer.

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CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

Geo. A. Baker (fancy small wares, etc.), Flett, Lowndes and Co., Ltd., Toronto, and the Lowndes Manufacturing Co., Toronto (ladies', etc., clothing factory)—Headquarters: 17, Aldersgate Street, E.C.

Ernest St. Pierre (Thibaudeau Bros. and Co., Quebec)—22, Basinghall Street, E.C.

R. Wood (cloths for making up shirts, etc.) (The Williams, Greene, and Rome Co., Ltd., Berlin, Ont.) Headquarters: 35, Milk Street, E.C.

J. Donaldson (millinery, etc.) (The D. McCall Co., Ltd., Toronto)—Headquarters: 35, Milk Street, E.C.

J. F. Grant (millinery and fancies) (Dickison, Nicholson and Co., Ltd., London, Ont.)—Headquarters: 17, Aldersgate Street, E.C.

A. McMahen (general soft goods) (McMahen, Granger and Co., London, Ont.)—Holborn Viaduct Hotel.

LEICESTER.

Omer Lefebvre (hosiery and hosiery yarns) (A. O. Morin and Co., Montreal)—Grand Hotel.

BRADFORD.

M. Mayers (making-up men's and boys' clothing) (Newfoundland Clothing Factory, Ltd., St. John's, N.F.L.)—Victoria Hotel.

MANCHESTER.

Wm. Macmillan (cotton and linen staples) (Gordon, Mackay and Co., Ltd., Toronto) Queen's Hotel, and 56, Bloom Street.

F. J. Trebilcock (dress goods, etc.) (Gordon, Mackay and Co., Ltd., Toronto) Midland Hotel, and 56, Bloom Street.

Arthur T. Little (Robinson, Little and Co., London, Ont.) Office: 75, Whitworth Street.

D. McKay (Robinson, Little and Co., Winnipeg) Office, 75, Whitworth Street.

Chas. H. Alves (hosiery and fancies) (The Gault Bros. Co., Ltd., Montreal); J. Glass (hosiery and fancies) (Gaults, Ltd., Winnipeg) Office: 75, Whitworth Street.

R. C. Struthers (R. C. Struthers and Co., London, Ont.) 36, Cooper Street.

Jas. A. Minnes (Macnee and Minnes, Kingston, Ont.) Care of T. Davenport and Co., Whitworth Street.

Geo. H. Stewart (Stobart Sons and Co., Ltd., Winnipeg) Care of 59, Mosley Street.

J. A. Shelyn (McCall, Shelyn and Co., Quebec) 36, Cooper Street.

Jas. Paton (Jas. Paton and Co., Charlottetown, P.E.I.) Midland Hotel.

Canadian Government
TRADE COMMISSIONER
SERVICE
IN THE
UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—
E. KIRKPATRICK, Plaza Hotel, Havana.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Holland—
W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6, Mexico, D.F., Mexico.

Newfoundland—
J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.
H. R. POUSSETTE, Durban, Natal.

West Indies—
E. H. S. FLOOD, Bridgetown, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion

COMPANY MEETING.

A GREAT DEPARTMENTAL STORE.

Harrod's Stores — Continued Growth and Increased Profits Presentation to the Managing Director.

Sir Alfred J. Newton (Chairman of the Company) presided at the twentieth annual general meeting of Harrod's Stores, Ltd., held on February 28 on the company's premises, Brompton Road, S.W.

The Chairman said: The past year has been one of singular interest so far as this company is concerned, because in it was celebrated the sixtieth year since the foundation of this business. For the year we have expended in rent, rates, taxes, etc., no less than £56,440, which is an increase of nearly £2,000 over the previous year. Salaries, wages, and maintenance of staff cost £218,591, an increase of £15,579; and so right down the line we find continual increases, with the result that in the aggregate the increase in our working expenses amounts to £32,729. We expended on repairs and renewals £16,426, an increase of £3,238. Our sinking funds on leases amount to £9,664, and we paid in interest on deposit and current accounts £20,086, an increase of £4,110. On the credit side, our gross profit is shown at £608,988, an increase of £45,491. The general outcome of the accounts as put before you shows that we have a net profit for the year of £210,092, and we bring in from the previous account to the credit of the Ordinary shares £34,767. You will see that we have paid the dividend on the Preference shares and an interim dividend on the Ordinary shares and on the Founders' shares, and it is now recommended that a further dividend on the Ordinary shares of 15 per cent., making, with the 5 per cent. interim dividend, 20 per cent. for the year, plus a bonus of 8 per cent., should be paid. The amount transferred to the reserve fund, as provided by the memorandum of association, is £15,629; the further dividend on the Founders' shares is £61,331; and the amount carried to the credit of the Ordinary shares is £55,099. Our chief accountant points out that the charges during the year for sinking funds amount to £9,664, and that the actual amount of the sinking funds according to the balance-sheet is £56,798.

The Development of the Furnishing Department.

I think you will agree with me that the business of this company shows a very wholesome disposition—that is, it constantly extends and is improved. Year by year there appears in our balance-sheet the somewhat stereotyped, but nevertheless pleasant, statement that "the business of the company during the year has again increased"—(hear, hear)—and I would express the hope that that paragraph, very simple but very cogent, may continue in future years to occupy a prominent position in our reports. (Hear, hear.) During the past year we have more particularly sought to develop and extend our furnishing department. That department has achieved very great success, and that success is due to the policy which prevails with us (as in every other section of our business) of selling sound and satisfactory goods at reasonable prices. (Hear, hear.) Furniture, perhaps more than anything else, to be thoroughly satisfactory must be made to endure, and Harrod's have endeavoured to carry out that principle. In their furniture section all the wares, I may say, will be found not only suitable for this generation, but will probably in the future be regarded as heirlooms, handed down by those who now patronise that particular section. Durability is not the only thing to be considered in developing a large furniture business. Harrod's have recognised to the full the great opportunities that exist for catering for a distinctive taste in furniture, and it is to this quality that their gratifying growth as a furnishing house may be attributed. Harrod's reputation for the faithful reproduction of furniture in all the different styles and periods is now, I might almost say, world-wide. It is a business which must grow largely upon the recommendations of clients who have been well pleased with the results achieved in their own homes, and it is in the power of the shareholders to render valuable assistance in recommending our furniture to their relations and friends, who in due course undertake the responsibilities of housekeeping.

The Company's Diamond Jubilee.

You will remember that last year, to celebrate the diamond jubilee of the company, the shareholders voted out of the reserve fund some very substantial sums: For staff bonuses, £5,495; to the benevolent fund, £1,500; to the pension fund, £3,182; to the managers' and buyers' pension fund, £2,049; and there was invested for the widow of one of our late principal buyers, who unfortunately met with a premature death, a sum of £573. Our deliveries have been extended as far as Windsor and Maidenhead on the west, Dorking on the south, Sevenoaks on the south-east, and St. Albans on the north. Of course, it would be utterly impossible to conduct that business unless we had a very efficient service of motor-cars. The number of hands employed by this house now exceeds 4,500. We provide meals for no less than 2,250 employees here, and the number of meals cooked daily amounts to no fewer than 5,000. Of course, the ramifications of this very large business require constant supervision, and it is most gratifying to know that there prevails throughout the house a spirit of loyalty and contentment which one does not find excelled in any other similar house of business.

Presentation to the Managing Director.

At our last annual meeting the shareholders were good enough to suggest that they would like some specific mark of approval to be bestowed upon our managing director, Mr. Richard Burbidge. We accordingly, recognising your wishes and having consulted Mr. Burbidge, decided to present him on your behalf with his portrait, which has been painted by Mr. Bacon, A.R.A. The portrait is here to-day for your inspection. I think you will agree with me that as a work of art and as a faithful portrait it could scarcely be excelled. We further asked Mr. Burbidge to accept a silver ship, which portrays commerce in mediæval times, and that presentation is here also for your inspection and approval. I shall ask Mr. Burbidge to accept these gifts from you with your very warmest wishes for his future health and welfare.

The adoption of the report and account was then moved by the Chairman, seconded by Sir James Bailey, and adopted.

After the retiring directors, Mr. Herbert Bennett and Mr. F. H. Harvey Samuel, had been unanimously re-elected, the Chairman said:

"Mr. Burbidge, I take this opportunity of formally presenting to you on behalf of the shareholders the portrait which has been painted by Mr. Bacon, and this silver ship. May I, on their behalf, assure you that they are given to you with the fervent hope that you may live long to appreciate and enjoy them, and that your health may be as good as it is to-day for many years to come."

Mr. Burbidge, in response, said he would always appreciate the fact that the shareholders had been so good and gracious as to give him these beautiful works of art, which he would be proud to hand down to his children and his children's children. He had been associated with the business for nearly twenty years, coming to the company in its infancy, and growing up with the present directors and with many members of the staff who were now in the service and had joined it long before even he had done so. He looked back upon his connection with the company, and would in the future, with a sense of gratification that he could hardly express. The ship was in safe and smooth waters, and he thought they had nothing before them but pleasant sailing. It was necessary not only to have a sound and safe vessel: they must have and had also a crew that would man that vessel efficiently. It was no easy matter, but with the directors who now sat on the board and the staff of buyers and others that they had, there could be nothing now but a fair voyage before the ship. He could not express to them his thanks, but he hoped they knew how he felt.

Grants to the Directors and Staff.

Mr. Burbidge then said that the directors who now sat upon the Board had held office from the inception of the company, with the exception that one director had died. The Board had borne the heat and burden of the day, and at one time it was suggested that their fees should be increased somewhat in proportion as the profits increased. The shareholders, however, thought it would be better to deal with the matter occasionally as opportunity arose. This was the premier store of the world, and they treated their staff, he thought, as well as any firm in the world; and why should not the directors come in? They were far from being the best paid directors in London. Other companies much less successful paid higher remuneration to their boards. He proposed, therefore, that a sum of 2,000 guineas be voted to the directors to be divided among them in the same way as their ordinary fees. No one knew as well as he did what they had done to make the business prosperous. They were the backbone of the institution.

The resolution was duly seconded and carried.

Mr. Burbidge said he came now to the staff. The pension fund instituted last year had been taken up very well indeed, all the buyers and managers of departments being interested in it. They appreciated it very highly, and he (not being himself a participator in the benefits of the fund) asked the shareholders to vote a sum of £2,000 to the buyers' and managers' pension fund, and a similar sum to the non-contributory fund of the staff, from which they gave to old hands who had worked for the company for a number of years sums such as the interest on the fund allowed. It was impossible to appreciate the staff too highly, and he had always noticed that when anything was being done to benefit the staff the shareholders were with the Board, acclaiming it even more than their 28 per cent. dividend. He asked also for £1,000 for the benevolent and provident fund, and £500 for the athletic club. This made a total of £5,500 for the benefit of the staff, which would be taken from the reserve.

This resolution was seconded and again unanimously adopted.

Progress of Harrod's Stores.

The following figures demonstrate the growth of the company since its formation:—

Net Profits:—

For the period ended Dec. 31, 1890 (13 months), £13,519, or at the rate per annum of		£12,479
12 Months ending Dec. 31,	1891	16,071
..	1892	21,161
..	1893	27,704
..	1894	33,042
..	1895	51,076
..	1896	61,959
..	1897	69,932
..	[illegible]	66,058
For the period ended Jan. 31, 1900 (13 months), £91,[illegible], or at the rate per annum of		£84,228
12 Months ending Jan. 31	1901	87,012
..	19[illegible]	91,335
..	[illegible]	110,650
..	1904	121,180
..	1905	135,266
..	1906	147,401
..	[illegible]	162,517
..	[illegible]	172,837
..	1909	198,322
..	1910	210,092

They show:—

(*a*) That the growth has been continuous.

(*b*) That the earning capacity has increased sixteenfold, although the capital has not increased quite sixfold.

(*c*) That the profits have nearly doubled in the last seven years.

(*d*) That the profits for the six years ending January 31, 1910, exceed one million sterling, and for the last three years have exceeded an average of £193,000 per annum.

NOTES ON INSURANCE.

Recognising the indifference of a large majority of policy-holders towards the intrinsic position of companies whose policies they hold and the sedulous neglect to question themselves as to whether or not the directors are pursuing their best endeavours in the best interests of the policy-holders, we intend to make the question of insurance a more prominent feature of these pages. In following issues we shall take a list of companies seriatim and show that the benefits to be derived from one company may be exceeded by way of bonus by a more extended basis of investment.

The functions of a general insurance company are manifold, its ramifications are widespread, and the wider the ramification the more onerous are the responsibilities. We had a lamentable example of this at he hands of several companies in the United States only a year or two ago, where defective machinery was put into application by those responsible for the financial guidance of the companies concerned.

How many policy-holders recognise at the present time the primary fact that the bonuses which they enjoy triennially or quinqennially are very much dependent upon the lucrative employment of vested funds—i.e., with every caution for capital security, an analytical examination of many companies' investment lists will potently reveal the fact that by a little more liberal discretion the annual income could be very much bettered with no more risk. Banking and insurance companies must of necessity by their constitution vest their reserve and surplus funds in gilt-edged securities.

We shall see how far these investments could be made more lucrative, and, as a corollary, more beneficial to policy-holders. Let us take a body of gilt-edged investment stocks in the Home Department and compare them with a corresponding list of stocks in our oldest Dominion—Canada. The inference to be gathered from these figures is obvious, and the question of capital risk is on a parity—one with the other. We cite the case of a company with a reserve fund of over £2,000,000 invested in Trustee stocks at home. It works out something like this:—

Value of Stock at Present Price.	£	s.	Yield. £	s.
Consols	408,750	0	12,500	0
India 3½	96,500	0	3,500	0
War Loan	125,468	10	3,437	10
Metropolitan Police	48,000	0	1,500	0
London County 3 per cent.	132,000	0	4,500	0
Birmingham Corporation	145,500	0	5,250	0
Newcastle 3½ per cent.	74,250	0	2,625	0
Reading 3½	20,000	0	700	0
Grt. Eastern Rlwy. 4 per cent. Pref.	40,800	0	1,600	0
London & N. Western 4 p. c. Pref.	250,000	0	9,000	0
Hull & Barnsley 3½ per cent. Pref.	88,000	0	3,500	0
Great Western 5 per cent. Cons. Pref.	236,000	0	10,000	0
Bank of England Stock	265,000	0	9,000	0
	£1,930,268	10	£67,112	10

Or a yield of £3 9s. 1d. per cent. on present prices. The question of depreciation is left out of consideration.

Let us now make a hypothetical suggestion for the investment of this large sum of money in stocks germane to the welfare and prosperity of Canada. This could be done with practical immunity from risk. The stocks referred to below are not stoical, but they are of even a less feverish temperament than those enumerated above when Home politics act as a potent barometer and even in less disturbing times.

Purchase Price of Stock.	£	Yield. £
*Canadian Guaranteed	300,000	12,000
Canadian Pacific Railway Debentures	108,000	4,000
Grand Trunk Guaranteed 4 per cent.	95,000	4,000
City of Montreal 3½ per cent. Debentures	95,000	3,500
Calgary (C. of.)	105,000	4,250
*Canada 4 per cent. Registered	202,000	8,000
Canadian Northern 4 per cent. Pref. Debs.	97,000	4,000
*Canada 3½ per cent. Registered	200,000	7,000
*Canada 4 per cent. Loan	102,000	4,000
City of Montreal 3½ per cent.	190,000	7,000
Winnipeg (C. of) 5 per cent.	210,000	10,000
Quebec 4 per cent. Debentures	202,000	8,000
	£1,906,000	£75,750

Or a yield of just under 4 per cent.

* Trustee Stocks.

It is our intention to pursue this all-important question with the object of demonstrating how the bonuses of many companies can be materially increased.

IMPERIAL BANK OF CANADA.

Capital Authorised $10,000,000.00
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Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyds Bank Limited** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

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A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

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Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

The most interesting event on the Canadian security markets is the fight for the control of the Nova Scotia Steel and Coal Co. A few days ago it was confidently predicted that Mr. Forget and his friends would shortly hold enough shares, even if he did not have them now, to dominate the Scotia. Now it is just as confidently averred that he has not more than 10.000 shares, and that a pool friendly to the present management has been found and is fighting the Forget group, and that it will be a duel à outrance. Mr. Forget is understood to be making a big effort to get enough support to carry the voting at the annual meeting, which will be held towards the close of next month.

Steel's Deferred Dividends on the Preferred.

From Montreal comes a report, based, it is said, on excellent authority, to the effect that "the deferred dividends on the Preferred stock of the Dominion Iron and Steel Co., will be paid, April 1, next."* Including the current half-year's interest, the total amount due is 31½ per cent., and it is said that the directors decided to pay this at their recent meeting at Montreal. In a day or two it is possible that the results of the actuarial calculations with regard to the Dominion Steel and Coal companies' respective positions will be given out. The general view inclines to the belief that the preliminary report of the auditors engaged on this important task will be more in favour of Steel than had been generally anticipated.

Montreal Steel and Merger Talk.

The recent advance in Montreal Steel stock has started talk again as to the prospect of a merger of the Montreal Steel, Hamilton Steel, and Montreal Rolling Mills' interests. A merger of the two latter concerns has been under discussion for some time, but Montreal Steel is an addition to the proposed scheme. It is now stated as likely that the Nova Scotia Steel and Coal Co. may be included in the deal, but there is apparently little justification for this suggestion at present. The annual report of the Montreal Steel Works shows over 18 per cent. on the Common. The directors, in referring to th improvement in trade, anticipate that this will continue. Out of the earnings of $184.259, 7 per cent. has been paid on the Common. $50.000 carried to reserve, and $20,000 to contingent account, leaving $9.259 to go forward with the balance of profit and loss account.

Bell Telephone Financial Statement.

Some interesting statistics were given by the President at the annual meeting as to the position of this important company. The long distance lines amount to a total of 48.969 miles, and there are 114.735 instruments earning rental. The gross receipts for 1909 were $4.949.197, and the working expenditure $3.480.308, leaving a net revenue of $1.468.889, against $1.424.274 in the previous year. Dividends paid amounted to $1.000.000, leaving a surplus of $468.889 on the year's operations. The balance carried forward to 1910, after making liberal allowance for depreciation, accidents, etc., is $125.177.

[*Since the above was dispatched by our correspondent information has come to hand by cable to the effect that the directors have declared a dividend at the rate of 31½ per cent.]

Montreal Steel Works.—The Common stock of this company has in the last ten days (say Messrs. McCuaig Bros. in their latest report, dated February 24) advanced from 99 to 107, due to the large increase in the earnings of the company for the past year. The annual report of the company shows earnings of $184,259, or over 18 per cent. on the Common stock, which is nearly double the amount earned by the company in the previous year. Out of the year's earnings the company has paid 7 per cent. on the Common stock, amounting to $49,000; has carried $50,000 to reserve; $20,000 to contingent account, and carries over $9,259 to profit and loss, which now amounts to $13,596.

Canadian Northern Prairie Lands Co.—The company sold in January 160 acres, realising $2,048, an average of $12.80 per acre.

THE LONDON MARKET.

LONDON, WEDNESDAY.

Considering that the Stock Exchange has been approaching the end of a nineteen-day account, markets during the past week have given a remarkably good account of themselves.

The market for Canadian securities has displayed some irregularity, but on the whole the tone has been good. The gilt-edged stocks of the Dominion have merely marked time, but Montreal 4 per cent. Debentures are a point to the good, and Vancouver 4 per cent. Debentures have put on ½. Among railways there has been some steady influential buying of Canadian Pacifics, which has lifted the quotation about two dollars; a call of £1,500,000 on the company's new stock issue is due to-morrow. Grand Trunk stocks have been less notably in evidence, but the undertone of this group remains very confident, and the dividend outlook for the current half-year is considered to be excellent. Profit-taking has slightly affected the Ordinary and Second Preference, but other stocks are fractionally better. Grand Trunk Pacific Three per Cent. bonds have added ½. British Columbia Electric Railway Deferred is a point higher. Canadian General Electric and Shawinigan Water have each declined 1. Canadian Cement Pref. has risen ½ on balance, but Canadian Car and Foundry Common has yielded that fraction. South American tractions as a rule have been firm. As regards land shares Hudson's Bays have been somewhat neglected, and on balance have receded ½ to 102½.

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending Feb. 28.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,511,000	$140 000	—
Grand Trunk	£125,062	£14.809	—
Canada Atlantic	£5,825	£481	—
Grand Trunk Western	£26,598	£7,982	—
Detroit Grand Haven	£7,857	£1,944	—
Mexican	$153,000	$15,000	—
White Pass and Yukon (three weeks to Feb. 28)	$9,019	—	—
Alberta	$7,447	$2,045	
Quebec Central	$15,967	$498	—

4½ PER CENT. DEBENTURES.
TORONTO SAVINGS AND LOAN COMPANY.

PAID-UP CAPITAL £205,179
RESERVE FUND 159,726
TOTAL ASSETS ... ... 641,1[illegible]7

This Company is at present receiving LOANS on Debenture at 4½ per Cent. for Three to Five Years.
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Dominion Iron and Steel Co. The Canadian Bank of Commerce has received advice that the directors of the Dominion Iron and Steel Co., Ltd., have declared a dividend of 31½ per cent. on the Preference stock of the company, payable on April 1 next to shareholders of record on March 15.

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Vice-President ... ... J. P. BLACK (Director Dominion Textile Co.)
JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
A. J. NESBITT, Man. Director.
Montreal, Canada.

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Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building.

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 98

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 34, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Stock Brokers.

TORONTO—
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3%	97	94	94½	91	92½.92
" 3½% Reg.... ..	102	98¼	101	97	101.100
" 3½% Bonds ...	102	100½	103⅛	100	102.101
Alberta, 1938	Iss.	1909	102	99	[illegible]
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4% B'ds, 1947	102	98	104	100	104.102
Nova Scotia, 3½%.. ...	95	90	96	92	94½.93½
Ontario (Pr.) 3½%... ..	[illegible]	[illegible]	97	92½	95½.94½
Quebec (Pr.) 3%	85½	81	87	83	87.86
Saskatchewan 4%, 1919	Iss.	1908	103	99½	103½.102½
Calgary (C.) 4½% Debs.	104	98½	106	102	106.104
Edmonton 4½% ... 1947	108	103⅜	109	105	106.104
Hamilton (C.) 4% Deb. 1934	102	98	103	99	102.100
Montreal (C.) 4% Deb. 1932	107	99	106	102	108.106
Ottawa 4½% 1913 ..	104	100	105	100	103.101
Quebec (C.) 4% Debs. ..	103	99	104	100	103.101
Regina (C.) ... 1923	107	101	109	105	109.107
St. John, N.B. 4% 1934	103	97	103	99	101.99
Saskatoon (C.) 5%, 1938	105¾	101	107	102	108.106
Sherbrooke (C.) 4½% Deb., 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	103.102
Vancouver (C.) 4% Deb., 1947-9	101½	99	104	99	103.102
Victoria (C.) 4% Debs., 1933-58	99½	98½	102½	99	102.100
Winnipeg (C.) 4% Deb.	103	97	104	99	107.105
BANKS.					
B. N. A.	147	141	[illegible]	149¾	[illegible]
*Commerce	171	155½	174	171½	[illegible]
Dominion	225	221½	[illegible]	[illegible]	244
Imperial	[illegible]	218½	[illegible]	220½	[illegible]
*Merchants	166	151	170	160	177.174
*Molsons	207	195	211	199¾	208.207
Montreal	[illegible]	[illegible]	251¾	245	[illegible]
*Ottawa	[illegible]	200	213	210	[illegible]
*Royal	232	211	[illegible]	212	[illegible]
*Toronto	222½	204	227	[illegible]	[illegible]
INDUSTRIALS.					
Bell Telephone	143	115	150	138	[illegible]
Canadian Car Co.	Iss.	[illegible]			[illegible]
Canada Cement Com. ...	Iss.	1909	—	—	21½.21
" " Pref. ..	Iss.	[illegible]			[illegible]
*Canadian Col. Cot. M.	[illegible]	47	[illegible]	47½	[illegible]
Canadian G. El. C.	[illegible]	[illegible]	127	[illegible]	[illegible]
*Canadian Marconi ..	1.70	1.50	—	—	—
*Consumers Gas	198	182	207½	195½	206.204
*Crow's Nest Pass Coal	130	120	100	75	77.76
Dominion Coal Com.	[illegible]	57	[illegible]	[illegible]	[illegible]
* " " Pref ...	112	85	119	96	114½
Dominion I. & S. Com.	[illegible]	12	[illegible]	[illegible]	[illegible]
" " " Prel.	66½	30	[illegible]	[illegible]	[illegible]
*Dominion Textile Com.	17	12	77½	57½	75.74½
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	60½	50	—
Halifax Electric	104½	87½	122	106½	128.127
Internat. Coal & Coke	[illegible]	[illegible]			[illegible]
*Internat. Portland Cem.	122	106¾	—	—	175
*Lake of the Woods Com.	96¼	71	145½	97½	144.143
* " " " Pref.	119	103	128	118	127.123
*Laurentide Paper Com.	112	93	130	112	130
* " " Pref.	118	101½	131½	112½	130
Mackay Co.'s. Com. ...	77⅜	51¾	95	70¼	93.92
" " Pref. ..	71	59¾	77	69	76.75
Mexican L. & P. Com.	79½	45⅜	89	62	79½ 78½
" " Pref.	108½	99	107¼	103¾	105½.104½
Mexico Tram.. ...	139	68½	150½	123¼	[illegible]
*Montreal Cotton	125	105	131	117	134.132
Montreal L. H. & P. ...	113⅜	85	129¼	100	141.137
*Montreal Steel Com. ...	83¼	60	104	68	106.104
* " " Pref. ...	112	92	117	100	120.117
Montreal Street	204½	170½	220	203	231.230
*Montreal Tele...	148	135	154¾	135	153.148
*Northern Nav.	100½	83	123½	97	108
N. S. Steel & Coal Com.	62	43	84	54½	89 87
* " " " Pref.	119	108½	112	114	[illegible]
Ogilvie Flour Com... ..	116	102½	144½	112	145.143
" " Pref... ...	[illegible]	114	126	112½	[illegible]
*Penman's Ltd. Com. ...	50	29¾	60	42	62.61
* " " Pref. ...	132½	72½	93½	83	[illegible]
Richelieu & Ont. N. ..	78	62	92½	97	98.96
Rio de Janeiro T.	82	29½	107	87	[illegible]
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Nav.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sao Paulo	157	113	163	148½	155½ 154½
Shawinigan W. & P. ...	81	55	105	80½	106½.105¼
*Toronto Electric Light...	—	—	—	—	120.118
Toronto Ry.	115½	94	127½	107¾	129.128
Winnipeg Elec.	171½	123½	190½	156½	184.183
RAILWAYS.					
Alberta Ry.	114	82	137	116	[illegible]
" 5% Deb. ...	103	89	107	102	108.106
Can. North. 4% Perp. Deb.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C. P. R.	180	143	191	170½	185½.185xd
Dominion Atl. Ord. ..	18	12	17	12	18.15
" " 5% Pref	41	40	47	40	44.39
Gd. Trunk Pac. 3% 1st M.	86½	83½	88½	82	85.84
" " 4% Deb. "A"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Grand Trunk	22⅞	14¼	25	18¼	[illegible]
" 4% Guar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 1st Pref. ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 2nd Pref. ..	109	80½	96	95¼	[illegible]
" 3rd Pref. ...	61½	39½	60	44	59½.59½
Minn. St.P. & S.S.M. Co.	138½	85	150	137	149.146
" " " Prel.	155	143	168	151	160.157
Quebec Cent. N. Inc. ...	118½	110½	115	108	113.111
Quebec & L.St.John Inc.	30	22	26	14	-
White Pass	5½	4½	5½	3½	5.4½
" " 5% [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 6% Deb. ...	97	91	100	92	97.95

	1908.		1909		1910.
	High	Low	High.	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120⅜	111½	163½	140	165
*Canadian Savings & Loan			—	—	
*Cent. Canada L. & S...	—	—	—	—	180
*Dom. Savings & Invest.	72	70	72	70½	71
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	198.194
*Toronto General Trust	150	143	165	150	173.165
*Toronto Mortgage ...	107	104	130	114	131
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ..	45/-	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$110	$95	$100.99
Hudson's Bay	92	73	99	75	104.102
S. Alberta	1 3/16	11/16	1 13/16	1 1/16	1 11/16.1 13/16
Western Canada... ...	1 1/16	15/16	1⅜	1	1 1/16.1 1/16
BONDS.					
*Bell Telephone	104	98½	104⅜	104½	105
*Canadian Col. Cot. ...	100	92	100	95	101.100
Canadian Iron Corp. ...	Iss.	1908	103	94	105.104
Dominion Coal	104	87	98½	90	104.101
*Dominion Cotton... ..	[illegible]	91	105	[illegible]	99.98
Dominion Iron & Steel	80½	70½	97½	77½	100.99
*Dominion Textile "A"	93	85	[illegible]	[illegible]	[illegible]
* " " "B"	97	83½	[illegible]	[illegible]	[illegible]
* " " "C"	96½	82	100	90	[illegible]
* " " "D"	95	85	104	93	97.96
Electrical Devel. of Ont.	88	70	90	81	83.80xd
*Lake of the Woods Co.	117⅜	102½	112	104	113.112
Lake Superior Co.	Iss.	1908	90½	88	[illegible]
*Laurentide Paper	112	104	114	100	111.110
Mexican Electric Light	90	73¾	77½	76	85.84
Mexican L. & P. ..	90	81½	[illegible]	[illegible]	91½.90¾
Montreal L., H., & P...	101	91½	100	98½	100
*Montreal Street .	100	[illegible]	102	99½	100.99
*N.S. Steel & Coal 1st M	110	105	113	107	109.108
* " " Consols	105½	99	109	104	110.109
*Ogilvie Flour Ord ...	113¼	105	115	108	112½
" " 1st M. "B"	[illegible]	105	112½	108	112¾
Rio de Janeiro 1st Mort.	92½	72	95½	90	97.95
Sao Paulo	97	94½	[illegible]	96½	103½.102½
Winnipeg	106	99	106	102½	107.106
W. Canada Flour Mills	Iss.	1908	107	98	106.104
W. Kootenay Power Bds.	—	—	—	—	100 106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on March 1:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.45	2.17
Chambers-Ferland... ...	2,311,000	1.00	.37¾	.37
Cobalt Central	4,761,500	1.00	.18	.17½
Cobalt Lake...	3,930,866	1.00	.18	.17¾
Silver Queen	1,500,000	1.00	.21	.19
Coniagas	4,000,000	5.00	5.80	5.75
Foster-Cobalt	915,518	1.00	.22½	.21
Green Meehan	1,500,000	1.00	.8½	.7½
Kerr Lake	3,000,000	5.00	9.06¼	9.00
McKinley-Darragh ...	2,246,937	1.00	.87	.85
Nova Scotia	1,900,000	1.00	.25¾	.25½
Peterson Lake	2,561,820	1.00	.25¾	.25½
Silver Leaf	5,000,000	1.00	.10	.9¾
Temiskaming	2,500,000	1.00	.55¾	.55½
Trethewey	945,450	1.00	1.42½	1.40
Nipissing	6,000,000	5.00	10.25	10.12½
	Nom. cap.			
La Rose .	7,500,000	5.00	4.54	4.50
Watts	1,000,000	1.00	.14	.12¾
Crown Reserve	2,000,000	1.00	3.76	3.74
Little Nipissing	1,000,000	1.00	.28⅜	.28⅛

WESTERN TRUST COMPANY.

A Strong Western Canadian Organization.

Pays special attention to the investment of funds in Mortgages and other Canadian Securities; undertakes the Management and Sale of Real Estate, acts as Fiscal Agent of Corporations, and administers Trusts of every nature. Correspond with us on any subject requiring attention in Canada.

Head Office WINNIPEG.

PUBLIC NOTICES.

THE ROYAL BANK OF CANADA. DIVIDEND No. 90.

Notice is hereby given that a dividend of Two and Three-quarters per cent. (being at the rate of eleven per cent. per annum) upon the paid-up capital stock of this bank has been declared for the current quarter, and will be payable at the bank and its branches on and after Friday, the 1st day of April next, to shareholders of record of March 15.

By order of the Board,

E. L. PEASE,
General Manager.

Montreal, P.Q.
February 22, 1910.

DOMINION IRON AND STEEL COMPANY, LIMITED.

The Canadian Bank of Commerce has received advice that the Directors of the above Company have declared a Dividend of 3½ per cent. on the Preference Stock of the Company, payable on the 1st April next to Shareholders of record on the 15th March.

2, Lombard Street, 7th March, 1910.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

Notice is hereby given that the Ordinary General Half Yearly Meeting of the Grand Trunk Railway Company of Canada will be held at the City Terminus Hotel, Cannon Street, London, E.C., on Thursday, the 14th day of April, 1910, at twelve o'clock noon precisely, for the purpose of receiving a Report from the Directors, for the election of Directors and Auditors, and for the transaction of other business of the Company.

Notice is also given that at such meeting a resolution will be submitted approving of the provisions of an Act of the Parliament of Canada authorising the company to acquire, guarantee, hold, pledge, and dispose of stocks and securities of the Lachine Jacques Cartier and Maisonneuve Railway Company; the Ottawa Terminal Railway Company, and the Grand Trunk Pacific Terminal Elevator Company, Ltd., and to enter into such agreements as may be necessary to carry out the purposes of the said Act.

Notice is also given that the transfer books of the Company in London will be closed from Monday, the 14th day of March, to the day of Meeting, both days inclusive.

By order.

ALFRED W. SMITHERS, Chairman.
H. H. NORMAN, Secretary

Dashwood House, 9, New Broad Street,
London, E.C.
March 4, 1910.

THE ENGLISH ASSOCIATION OF AMERICAN BOND AND SHAREHOLDERS, LIMITED.

5, Great Winchester Street London.

ACTS AS TRUSTEE FOR DEBENTURE ISSUES, &c.

Also as Agent for American and Canadian Companies desiring representation in Great Britain; transmits to America and Canada Shares of Railway and other Companies for registration; undertakes the Collection of Dividends and Rights to New Issues, and Cashes Coupons, Drawn Bonds, Dollar Drafts, &c.

TRUSTEES AND DIRECTORS.
Alfred W. Smithers, Esq., Chairman, London.
Thomas P. Fowler, Esq., New York.
Walter Lindley Esq., London.
Thomas Reynolds, Esq., London.
Rt. Hon. Lord Welby of Allington, G.C.B., London.
MANAGER: T. Lindley, A.C.A., F.C.I.S.

Full particulars can be obtained on application.
CHAS. D. BRASSEY, F.C.I.S., Secretary

W. LAKE MARLER.

Bonds, Stocks, and Debentures on Commission.

Cobalt Stocks specially reported upon, on application.

110, WELLINGTON STREET,
OTTAWA, ONT.

Cable Address: "MARLER."

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President—B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
" (East)
" (South)
Canora
Carman
Carmangay
Claresholm
Cleverville
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Kindersley
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - -	£1,000,000
RESERVE FUND - - -	520,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Forward, Sask.
Fredericton, N.B.
Girvin, Sask.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
" St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
" Union St.
St. Martins, N.B.
St. Stephen, N.B.
Saltcoats, Sask.
Semans, Sask.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver. B.C.
Varennes, P.Q.
Victoria, B.C.
Waldron, Sask.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard. Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5 300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.
Collections on Canada or the U.S. receive prompt attention.
Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.*
EVAN A. BEGG, *Chief Inspector.*

THE BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office = OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN Esq. DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  Sub-Branch
  ,, North End.
HAMILTON, Ont.
  Sub-Branch
  ,, Barton and Victoria Streets
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
  Sub-Branch
  ,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
  Sub-Branches
  ,, Hochelaga.
  ,, Papineau Avenue
MONTREAL, Que. (*continued*).
  ,, Peel Street
  ,, Point St. Charles.
  ,, St. Anne de Bellevue.
  ,, St. Catherine St.
  ,, St. Henri.
  ,, Seigneurs Street.
  ,, Westmount.
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
  Sub-Branches
  ,, Bank Street.
  ,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
  Sub-Branches
  ,, St. Roch.
  ,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
  Sub-Branches
  ,, Bathurst Street.
  ,, Carlton Street.
  ,, Dundas Street.
  ,, Queen Street.
  ,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
  Sub-Branch
  ,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
  Sub-Branches
  ,, Fort Rouge.
  ,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK,
  31, Pine Street.
CHICAGO,
  Cor: La Salle and Monroe Street.
SPOKANE,
  State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

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INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 141 Branches of THE MERCHANTS' BANK OF CANADA.

Banking and Finance.

Iron and Steel Developments. Iron and steel developments in Canada still continue to attract considerable attention in the Dominion. This journal, which has always been exceptionally well informed with regard to the iron and steel industry, was last week enabled to semi-officially contradict the absurd report cabled by a newsagency to the effect that the "Soo" Corporation was about to join the Steel Merger. This week comes further information with regard to the struggle for the possession of the Nova Scotia Steel and Coal Company. A well-informed Montreal newspaper says that "it is believed by those close to Scotia interests that Mr. Forget has not more than 10,000 shares, and is far away from control." On the other hand, it is as confidently stated that the Forget party have already secured enough stock to give them the control of the company. We must wait for the forthcoming meeting to say which of these statements is correct, but it is pretty certain that the fight will be *à outrance*. With regard to the adjustment of the finances of the Dominion Iron and Steel and Dominion Coal Companies, we learn on excellent authority that the actuarial statistics will be more favourable to the Steel Co. than was generally anticipated, and these altered views have naturally not been without their effect upon the quotations of the respective companies.

* * *

An Attractive Power Bond. An attractive Canadian investment which can be bought to pay nearly 4¾ per cent, and which is well secured, is the Montreal Light, Heat, and Power "Lachine" 5 per cent. Sinking Fund bonds. Intending purchasers will be interested to learn that the assets of the company amount to more than three times the aggregate total bond issue, in addition to which there is a sinking fund which by the year 1920 will reduce the amount of bonds outstanding by well over $1,000,000. The net earnings are in excess of five times the amount of the fixed charges, and have steadily increased since the date of the issue of the bonds in question. To those who have viewed with alarm the policy of municipalisation which has made such progress in recent years, it may be stated that this company's franchises are practically perpetual. The bonds are redeemable at 105 and interest after April 1, 1913, at the option of the company—a point over the present price—and mature on April 1, 1933. Canadian Power issues are slowly being appreciated by the British investor, and these bonds are undoubtedly attractive at the present price of 104, plus, of course, accrued interest.

* * *

The Molson's Bank Deal. Last week our Toronto correspondent sent us definite information as to the purchase by Messrs. Sperling and Co., of 5,000 shares of $100 each in Molson's Bank. According to the circular issued by the directors of the institution to their shareholders, Messrs. Sperling and Co. have made an offer of $210 per each $100 share, which will give the directors $1,050,000 of new capital, and increase the paid-up capital account to $4,000,000. Molson's is one of the oldest and most respected financial institutions of the Dominion, it having been founded exactly fifty-five years ago. Its management has always been conducted on most conservative lines. It has seventy-seven branches throughout Canada, and its agents in London are Parr's Bank, Limited. Dividends are payable quarterly at the rate of 10 per cent. per annum, and the extreme fluctuations since 1905 have been 232 (1906) and 183 (1907). Since the depression of the latter year there has been a pronounced recovery, so that the current quotation is about 210, at which the yield to the investor is a approximately 4¾ per cent. In commending their proposals to dispose of this new capital to a firm who will in due course offer the shares to the British investor, the directors point out that by renouncing their rights to the new issue, the shareholders will ensure over a million of dollars of British capital coming to Canada, and that the British investors holding Molson's shares will be largely increased. How the directors' proposals appeal to the Canadian shareholders will be known on Tuesday next, by which date all replies have to be sent in.

* * *

Immutable Laws. The quarterly report of the Chief Commissioner for the New South Wales Government Railways and Tramways proves conclusively that even State organisations cannot claim immunity from those economic laws with which public and private enterprise have to contend. In explaining an increase in the working expenditure of the railway system three times as large as the revenue for the three months under review, the Commissioner states that this was principally due to the strike of coal-miners, which was also responsible for the large decrease in the mineral tonnage, and extra work undertaken in connection with the repair and renewal of rolling-stock. So far as the tramways are concerned, there was a moderate increase in receipts, but this was offset by an advance in the expenditure amounting to more than double the gain in revenue. The percentage of expenditure to receipts on the railways was 61.12 per cent., against 55.81 per cent. in the corresponding quarter of 1908, and in the case of the tramways 87.70 per cent., against 78.62 per cent. in the previous year. These facts will be of interest to those protagonists of municipalisation who believe that State or municipal control of public utility concerns brings us appreciably nearer the millenium.

* * *

Important Banking Decision. An action of an exceptional nature, and having results of considerable interest and importance to the banking community, came before Mr. Justice Hamilton and a jury in the High Court of Justice last week. The facts, which were in the main undisputed, briefly summarised, were as follows: The Salubra Wall Cover Company, at Basle, advised the Swiss Bankverein of the transmission of a cheque for £118 15s. to a firm of London solicitors. The cheque, which was indifferently crossed with two short lines followed by "& Co.," was stolen in transit, and, the crossing having been obliterated, presumably by means of a corrosive fluid, presented at the Swiss Bankverein. The manager of the bank, which does not keep a large amount of gold on hand, finding the drawer in credit, stamped it, in the ordinary course of business, payable at the London and County Bank, his London agents; it being, he considered, no part of his duty to examine the endorsement. The cheque, which had been endorsed in the payee's name, with the name of one of the firm underneath, as managing director, was cashed by the London and County Bank, the words added to the endorsement having in the meantime been crossed out. The evidence as to where and when this was done was somewhat conflicting. The action was brought by the drawers of the cheque against the Swiss Bankverein for a declaration that their account should not be debited with the amount involved, on the ground that the Swiss Bankverein had been guilty of negligence. As was pointed out by Mr. Justice Hamilton, according to law, a banker who pays a crossed cheque is liable "provided that where a cheque is presented it does not at the time of presentment appear to be crossed or to have had a crossing which has been obliterated." If there had been no negligence in paying the cheque, the defendants would have been entitled to claim the benefit of Section 60 of the Act which deals with forged endorsements. According to the Act, where a thing is deemed to be done in good faith, it is done honestly, whether done negligently or not; but the jury, in the present instance, found for the plaintiffs, being no doubt in part influenced by the clash of the evidence as to the endorsement of the cheque. It is a very important decision, and it is quite possible that the Swiss Bankverein may be disposed to test the opinion of the Court of Appeal as to the correctness of the finding of the jury.

* * *

West Canadian Colliery Co. The latest Canadian bond issue to be offered to British investors is the £200,000 six per cent. First Mortgage Debentures of the West Canadian Collieries, Ltd., particulars of which appear on another page. The company is one of those engaged in the famous Crow's Nest Pass district, in which some of the richest coal deposits in the world have been discovered. The company owns properties to the extent of 15,410 acres, in which there are six seams, with an aggregate thickness of 25 ft. of workable coal of a quality and character equal to any in the Crow's Nest district. The company has spent large sums in working and developing the mines since the year 1903, and during the three years, 1906-7-8, has made net profits of £68,858, or an average of nearly £23,000 per annum. For the year 1909 the profits, on the foregoing basis, are estimated to amount to about £34,000, and the profits for the last six months of the year to about £26,000. The redemption of the debentures now offered will be met by an annual sinking fund, to be formed by paying to the trustees for the debenture-holders out of the profits of the company £3,000 on March 1, 1911-1912; £4,500 on the same date in 1913-1914; and £6,000 on March 1, 1915, 1916, 1917, 1918; and on March 1 in each succeeding year such proportion of the moneys secured by the debentures for the time being outstanding as together with the funds in the hands of the trustees and accumulated thereon will be required to repay such debentures at maturity at par. A feature of the issue is that interest will be payable free of English income tax, the yield at the price of issue 95 per cent. being equal to £6 6s. 4d. per cent. per annum, and this without allowing for redemption, which constitutes an additional benefit.

OUR LIBRARY TABLE.

BRITISH REVIEWS.

In *The Nineteenth Century and After* Beckles Willson throws "Fresh Light on the Quebec Campaign" from the missing journal of General Wolfe, a transcript of which is in the possession of the Rev. Evelyn Burnaby, of Chittoe Vicarage, Chippenham, along with the journal of Thomas Bell, Wolfe's aide-de-camp at both Louisbourg and Quebec. The entries in the journal, remarks Mr. Willson, are generally brief, but suggestive. They touch upon many points not mentioned in the young General's letters and despatches, and in two or three passages they confirm inexpugnably the theory that the landing on the Heights of Abraham was not only the design of Wolfe from the beginning, but might have succeeded at first had he received proper naval support. And there are other dramatic touches which reveal more clearly the nature of Wolfe's herculean task and the shortcomings of his coadjutors. "We see now more clearly than ever how Wolfe carried the Quebec campaign on his own shoulders: how he was perpetually foiled by the total absence amongst his leading assistants—not the rank and file—of that combination of moral impetus and science which, with a little luck, invariably surmounts obstacles in war." Other articles include "The Denial of Self-Government," by Harold Cox, discussing the present mode of electing Members of Parliament in the United Kingdom; and "The New Power in Ireland," by William O'Brien, M.P.

* *

In the *National Review*, Professor Caldwell, of McGill University, Montreal, deals in "England and the Empire" with the Empire question "from the point of view of a Britisher resident in Canada, after a period of youth in the Old World, and after some years of professional activity in the United States of America." Touching on the various aspects of the question, especially the fiscal issue, Professor Caldwell's point of view in general is that "Empire Unification is a matter that is altogether greater than party politics, either at home or overseas, and that further unification of interests and of general policy is the surest way not only to Empire maintenance, but to a re-birth of national energy in England, and to an elevation of the entire tone of political and social life both in England and in the Colonies." Sir Francis Younghusband, K.C.S.I., discusses the political situation in the Mother-country in "The Emerging Soul of England"; while T. M. Healy, M.P., writes on "Ireland and the Budget," and "Watchman" presents "Some New Facts about German Commercial Tactics."

BRITISH MAGAZINES.

In the *Cornhill Magazine* for March appear the customary instalments of "Canadian Born," by Mrs. Humphry Ward, and "The Osbornes," by E. F. Benson. "The Oxford Museum and its Founders" is the substance of an address given by Dr. Augustus Vernon Harcourt, F.R.S., on the fiftieth anniversary of the opening of the museum, recording not only the struggle of natural science to win an official footing at Oxford, but anecdotes of various distinguished members of the University. "The Seine in Flood," by H. Warner Allen, is an eye-witness's impression. Topical also is "St. Patrick's Day with the Pathans," scenes on the North-West Frontier, from the pen of "The Subaltern." W. H. Rideing, editor of *The Youth's Companion*, in "Friends and Acquaintances," gives reminiscences of Boughton and Archibald Forbes and James Payn; while short stories are also included.

* *

In the "Overseas Supplement" of the current issue of the *Strand* W. B. Boulton writes of the scenery, fishing, and shooting of Nova Scotia, while there is also an article on homesteading on irrigated lands. Miss Irene Vanbrugh, the well-known actress, gives some of her reminiscences, and there is a large quantity of good fiction, interesting to most classes of readers. In addition, some striking life-size portraits of prominent people are included.

In the March issue of *Pearson's* prominence is given to the first of a series of articles, entitled "On the Edge of the Unknown," by William Marriott, in which spiritualism is dealt with extensively. The present instalment exposes the methods by which "spirit photographs" are taken and faked. Some well-known pictures are reproduced in connection with "The Soldier in Art," while some excellent photographs illustrate "Monarchs I Have Guarded: The Emperor and Empress of Austria," by Xavier Paoli, the guardian appointed by the French Government to attend Royal visitors to France. There are also many readable stories.

* *

The *Pall Mall Magazine* devotes much space in its March number to telling "How the General Election was Recorded and the Results were Published," by the editor of the *Pall Mall Gazette*. The article is illustrated with photographs of the work at different stages. An article also appears on "Halley and his Comet," while the illustrations (by Hanslip Fletcher), which are published in connection with Walter Bell's description of "An Old City Merchant's House" in London, are artistic. Much good fiction is also included in the issue.

* *

In the current issue of *Chambers's Journal* P. T. McGrath, who is contributing numerous articles to *Canada* upon Newfoundland, raises the question as to "Who Owns the Hudson Bay Region?" He goes into the claims which the United States could make to the possession of the district, but eventually shows that the country is Canada's by right of occupation. Richard Thirsk writes upon "The German Army," asserting that the huge armed force of the German Empire is a drawback to the nation and the individual alike. A third article of interest is that upon "The Salmon Fisheries of British Columbia."

* *

In *Fry's Magazine* for the current month Captain Fritz Duquesne describes his experience while trapping big game in the heart of Africa. "The Warwickshire Hunt and its Followers" is part of the "Hunt" series which is appearing in the magazine. Much matter about all kinds of sport and a quantity of fiction make the number readable to those of sporting interests.

* *

Max Pemberton starts a new story—"The Girl with the Red Hair"—in this month's *Cassell's Magazine*, which has also a quantity of other fiction. Arthur Harrison contributes an article upon the Canadian wheat fields, under the title of "Unlocking a new Granary." Mme. Liza Lehmann tells "How to Become a Successful Singer."

* *

The complete novel in *Lippincott's Monthly Magazine* is a detective story, by Carolyn Wells, entitled "The Gold Bag." Joseph M. Rogers continues to criticise the American system of education. There is plenty of readable fiction, in the best American style.

* *

The *Royal Magazine* for the current month contains much exciting fiction. Among other features are the reminiscences of J. Elkington, late 64th Regiment, of his experiences during the Persian campaign in 1856.

* *

The Amateur Photographer and Photographic News, the popular weekly publication for amateur photographers, has issued an "Empire" number, full of useful articles, and illustrated throughout with splendid pictures in two colours on art paper.

"WHERE WINTER IS WINTER."

The *Sphere* of March 5 contains a bright little article on Canada, "Where Winter is Winter," illustrated by scenes of such typical winter sports as ice-boating, tobogganning, and snow-shoeing. We would, however, warn our contemporary against such a sweeping statement as the following: "The Montreal Amateur Athletic Association numbers over 2,000 members, and exists chiefly for the promotion of snow-shoeing in winter and lacrosse in summer." The membership of the Association is considerably greater than the figures given, while the two sports mentioned form but a very small part of the activities of a club which is represented by first, second, and third teams in ice-hockey and cricket, as well as in football, under both Rugby and Association rules. In addition, the Association organises athletics both on the track and in the gymnasium, lawn tennis, bowling, boxing, fencing, swimming, billiards, and even revolver-shooting.

CANADIAN MAGAZINES.

The *University Magazine*, which is issued by a committee for McGill University, Toronto University, and Dalhousie College, contains the following poem, by John McCrae, in its latest number:—

ISANDLWANA.

Scarlet coats and crash o' the band,
  The grey of a pauper's gown,
A soldier's grave in Zululand,
  And a woman in Brecon Town.

My little lad for a soldier boy,
  (Mothers o' Brecon Town!)
My eyes for tears and his for joy
  When he went from Brecon Town,
His for the flags and the gallant sights,
His for the medals and his for the fights,
And mine for the dreary, rainy nights
  At home in Brecon Town.

They say he's laid beneath a tree,
  (Come back to Brecon Town!)
Shouldn't I know—I was there to see:
  (It's far to Brecon Town!)
It's me that keeps it trim and drest
With a briar there and a rose by his breast—
The English flowers he likes the best
  That I bring from Brecon Town.

And I sit beside him—him and me,
  (We're back to Brecon Town.)
To talk of the things that used to be
  (Grey ghosts of Brecon Town;)
I know the look o' the land and sky,
And the bird that builds in the tree near by,
And times I hear the jackal cry,
  And me in Brecon Town.

Golden grey on miles of sand
  The dawn comes creeping down;
It's day in far off Zululand
  And night in Brecon Town.

Other features include "Canadian Writers and American Politics," and "Oxford and Working Class Education," by Dr. Macphail, the editor; "Ibsen Once More," by J. W. A. Hickson; and a finely pathetic poem by Marjorie L. C. Pickthall, entitled "St. Yves' Poor."

* *

The *Canadian Magazine* for February contains a timely article, entitled "The Evolution of Aerial Navigation," written and illustrated by J. E. M. Fetherstonhaugh. "Romances of Rossland" is the title of a readable article by Harold Sands, and "The Toon o' Maxwell," by Will Dallas (Reverend John Morrison, of Alvinston), deals with a valuable bit of history from Lambton County, Ontario. There are also short stories and poems.

* *

Professor George M. Wrong's paper on "Canadian Nationalisation and the Imperial Tie" occupies the place of honour in the *University Monthly* for February. His belief is that the causes of possible difference between the British and the Canadian people are now few, and he does not doubt the permanence of the tie linking them together. Dr. Andrew Macphail writes on the position of the female teacher, and W. C. Good, B.A., on "The Canadian Navy."

◆

The annual meeting of the Royal Astronomical Society was held recently in the Canadian Institute, Toronto, and the following officers elected for the year 1910: Hon. President, Dr. W. S. King, Ottawa; President, Prof. Alfred T. DeLury; First Vice-President, Prof. L. B. Stevens; Second Vice-President, Mr. J. S. Plaskett, Ottawa; Secretary, Mr. T. R. Collins; Treasurer, Mr. Charles P. Sparling; Recording-Secretary, Mrs. Elsie E. Dent; Librarian, Mr. A. Sinclair, M.A.; Curator, Mr. R. S. Duncan.

The Canadian Presbyterian Church Council at Toronto has appointed Dr. Fred. M. Auld, B.A., M.D., of McGill University, missionary to Honan, China, to accompany Mr. James Menzies, of Knox College.

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the [illegible] printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

F. T. (Dartford). We think Canada Car Foundry Preference an excellent investment.

SUBSCRIBER (Hastings). We are glad you have made money out of our advice on Grand Trunks and the bank shares. Do not sell.

X. Y. Z. (South Kensington).—1. Canada Cement Common is a good deal in the nature of a gamble, but it has possibilities. 2. We prefer the bonds to the Preferred stock.

"READER" (Leamington).—We think the "options" cheap at the present price, and think a purchase of fifty would pay you well before the date of maturity.

J. E. D. (Stockport).—Your friends must be badly informed. You would find some information on these subjects in our issue of February 26. We are answering you more fully by letter.

J. F. L. (Winchester).—1. This concern is still in a very nebulous stage. It has been puffed in the press a good deal, but we begin to doubt whether it will ever reach the stage of a public issue. 2. The issue was a dismal failure, but the security is an excellent one.

EMIGRATION.

E. S. (Croydon).—We would suggest your taking work on a farm on arrival. The experience and knowledge you would gain of the country would enable you to have a better chance of following your own special line later on. Where you should book to depends upon your means.

G. H. (Basinghall Street).—For information as to the examinations necessary to qualify as a practising chartered accountant in the Province of Manitoba, address Mr. W A. Henderson, Secretary of the Manitoba Chartered Accountants' Association, Winnipeg. There is a Chartered Accountants' Association in most of the Provinces.

GENERAL.

G. B.—At Nanaimo the *Free Press* and *Herald* are published: the latter is a daily. At Victoria, the capital, the *Colonist* and the *Times* are the two principal daily papers, and in the city of Vancouver the *Province* and the *World*, both dailies.

C. H. K. (Edinburgh).—The 221 members of the present Dominion House of Commons are classified according to occupations as follows: Lawyers 80, merchants 39, farmers (including two ranchers) 26, doctors 21, manufacturers 11, journalists 8, agents 4, other trades and miscellaneous professions 32.

G. T. (Galashiels).—The Province of British Columbia is larger than the United Kingdom, Denmark, Switzerland, and Italy combined, and its area is 372,630 square miles—about 700 miles by 400 miles—with a coast line, including its islands, of 7,000 miles.

C. E. C. (Northampton).—Asquith is a growing village in the Province of Saskatchewan, near Saskatoon. Gladstone is in Manitoba, near Portage la Prairie. Both are in good agricultural districts. The latter place is about 1,400 miles from where the steamer would land you. Asquith is still further west.

P. J. M. (Harrogate).—The *Saturday Sunset*, published at Vancouver, in alluding to the population of that city, recently said: "The city directory for 1909, published upon data obtainable to March 1 of last year an estimate of Vancouver's population, showing that it had reached the 100,000 mark. For the last four years Vancouver's increase of population has been at the rate of 1,000 a month. It is not less than 110,000 to-day. The 1911 census will probably show a population of 125,000 in Vancouver and suburbs."

E. P. B. (Malvern).—The Premiers of the Provincial Governments of Canada are as follows:—The Hon. Sir J. P. Whitney, Ontario; the Hon. Sir Lomer Gouin, Quebec; the Hon. R. P. Roblin, Manitoba; the Hon. A. C. Rutherford, Saskatchewan; the Hon. Walter Scott, Alberta; the Hon. Richard McBride, British Columbia; the Hon. G. H. Murray, Nova Scotia; the Hon. J. D. Hazen, New Brunswick; the Hon. F. L. Haszard, Prince Edward Island. The Right Hon. Sir Wilfrid Laurier, G.C.M.G., is the Premier of the Federal or Dominion Government.

"WEB" (Rochdale).—Weavers are needed at several mills belonging to the Dominion Textile Co., and the Canadian Coloured Cotton Co. A number of good weavers could be accommodated at Magog, in Quebec Province. The manager there, Mr. G. H. Wilson, is connected with Burnley, Lancashire. Magog is ninety miles from Montreal. The Coloured Cotton Company have vacancies for some weavers at Hamilton, Ontario, which is known as the Birmingham of Canada on account of its many factories in which iron is the principal material used. Inquiries may be made direct to the mills, or to the Dominion Textile Company, Montreal, or the Canadian Coloured Cotton Company, Montreal.

ENQUIRY COUPON.

"CANADA," No. 218, March 12, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

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MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending February 18, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
Buffalo	62,440	44,730
City of Cobalt	—	60,000
Cobalt Central	2,000	—
Coniagas	63,415	—
Crown Reserve	189,718	103,590
Hudson Bay	—	60,000
Kerr Lake	291,640	—
La Rose	333,343	258,730
McKinley-Dar.	64,400	—
Nipissing	264,311	256,481
Right-of-Way	62,830	—
Temiskaming	–	60,000
Trethewey	62, 00	—
Right-of-Way	—	182,[illegible]80
Totals	1 396,097 (698 tons)	1,086,250 (542 tons)

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ELEVATED AND UNDERGROUND RAILWAYS.

A despatch from Montreal states that a company with twenty million dollars capital has been organised under the name of the Montreal Elevated and Underground Railway Company, to build elevated and underground railways in the City and Island of Montreal.

A number of well-known Canadian and American capitalists are said to be behind the scheme, but are as yet unwilling to disclose their names. The new company, it is said, will be an organisation entirely apart from any of the railways doing business at present, and the men organising it are not connected with any of the present companies. Not only will the company build and organise overhead and underground railways, but it will have the right to produce and sell electric power.

Mining Engineer.

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Consulting Mining Engineer,
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VANCOUVER, B.C.
Cable Address:
"RUHTRA,"
Vancouver.

A NEW LOAN COMPANY.

Continental Capital for Canada.

A development of great interest, which may prove most beneficial to Canada in the future, has recently taken place owing mainly to the instrumentality of one of the English banking houses who are interested in Canadian finance. A limited liability company has recently been formed in Canada called the Caissé Hypothecaire Canadienne, or the Canadian Mortgage Association. The Canadian directorate is composed of Sir Daniel Macmillan, Senator Roy, Messrs. Theodore Revillon, G. M. Black, W. R. Allen, and J. D. McGregor. The company is financed from Paris under the control of the Société Centrale des Banques de Province, an institution which is regarded as one of the most powerful and active groups of the "haute finance" of France. This Société is an association of some 450 banks throughout the provinces of France, and the Paris board of the Caissé Hypothecaire Canadienne is composed of bankers representing the Société, and is exceptionally strong, consisting of the following: M. J. Buffet, President of the Société Ancienne de Crédit Industriel et Comercial et de Depôts; M. Chalus, Director of the Bank of France; M. Pashoud, Director of the Banque d'Alsace et de Lorraine of Strasbourg; M. Casimir Petit, Director of the Société Centrale des Banques de Province; M. le Viconte de Breteuil, Director of the Crédit Foncier Argentin. The whole of the capital of the company—£400,000—has already been subscribed, and as the business of the company developes debentures will be issued in France to supply funds for loaning. It is thought that the association of French, English, and Canadian interests in a business of this sort will have important results in the future, and there is no doubt that Canada will benefit from this association of interests.

◆

FINANCIAL ITEMS.

Immigration of Wealth.—The Inspector of the Bank of Montreal for the four Western Provinces recently reported that $70,000,000 worth of stock and effects were brought into the West by the new settlers last year, and that sum will be more than duplicated during the present year. The Inspector adds that the newly created municipalities of the West are for the most part in the hands of clean and progressive men, and that so far no graft tendencies have appeared.

Dominion Trust Company.—The directors of the company of which Mr. J. B. Mathers and Mr. T. T. Langlois, both well-known financial men of Vancouver, are president and managing director and second vice-president respectively), in the report of the work of the company during the year 1909, state that the erection of the company's huge building in Vancouver (photographs of which have appeared in *Canada*) is now nearing completion, and is being rented rapidly. The directors have been successful in making important connections in Great Britain, and a growing volume of business is now being done through them. The real estate holdings and brokerage business have been transferred to the British Canadian Securities, Limited, and the company will now do only a strictly trust business, which is rapidly increasing. The insurance department has made substantial progress. The net revenue for the year was $58,367.

Canada North-West Land Company.—The report for the year 1909 states that the sales of the company's farm lands were 16,977 acres for $193,340, as compared with 8,692 acres for $96,894 in 1908, the average price obtained being $11.39 per acre, as compared with $11.13 per acre in 1908. Town site sales also show a substantial increase as compared with last year. The total amount of the farm land sales has been transferred to profit and loss account, which now stands at $1,582,437 after deducting the initial distribution on realisation of assets of $5 per share, $293,435, paid April 15, 1909. A second distribution on realisation of assets of $5 per share was made to the shareholders on January 15, 1910, and the directors anticipate being able to make a further distribution during the current year.

CANADIANS IN LONDON.

The following have registered their names at the Office of the High Commissioner, 17, Victoria Street, S.W.:—

J. M. Campbell, Winnipeg—Waldorf Hotel.
R. B. Job, St. Johns, Newfoundland—Waldorf Hotel.
A. J. Hodgson, Montreal—Waldorf Hotel.
Mr. and Mrs. B. Mackedie, Vancouver—First Avenue Hotel.
James Lightfoot, Winnipeg—14, Torrington Square.
Joseph W. Rousseau, Montreal—Waldorf Hotel.
Capt. S. Jos. Mirand, Quebec—Waldorf Hotel.
A. S. Wallace, Shellmouth, Man.—131, Percy Road, Shepherd's Bush.
Miss Audrey Simpson, Ottawa—63, Gloucester Road, Kew Gardens.
Mr. and Mrs. James R. Pearson, Danville, Que.—First Avenue Hotel.
Chas. Watkins, Fort William—Hampstall, near Stourport.
K. F. A. Graburn, Toronto—Keble College, Hampton Court.
F. Macgregor Davies, Winnipeg — Brampford Speke, near Exeter.
W. Hugh Etherton, Mannville, Alta—Wimbledon, Surrey.
Mr. and Mrs. George H. Bull, Hamilton—22, Woburn Place.
Mr. and Mrs. O. B. d'Aoust, Montreal—Savoy Hotel.
Mrs. F. C. Armstrong, Cobourg, Ont.—St. Ermin's Hotel.
Rev. C. W. Mitchell, Lennoxville, Que.—10, Tearney Road, Streatham Hill, S.W.
Francis Williams, M.D., and Mrs. Williams, Bracebridge, Ont.—13, Gordon Street, Gordon Square.
Mr. and Mrs. R. G. Brett, Banff—Euston Hotel.
John Hind, Vancouver—100, Knightsbridge.
Rev. A. O. Cheney, Winnipeg—204, Brixton Hill, S.W.
Mrs. Maud C. Baxter and Miss Templeton, Vancouver—St. Ermin's Hotel.
W. A. Tebb, Hamilton—St. Ermin's Hotel.
F. W. Lange, Rokeby, Sask.—Honor Oak Park.
Mr. and Mrs. S. Halligan and Jas. Walsh, Toronto—Piccadilly Hotel.
George Hodge, Montreal—20, Tooley Street.
W. B. Wadsworth and Wm. C. Noxon, Toronto—Hotel Metropole.
W. K. Ferberg, Calgary — 21, Aldine Street, Shepherd's Bush.
Leslie Hill and the Misses Hill, Nelson—Members Mansions, Victoria Street.
Mr. and Mrs. R. W. Leonard, St. Catherines, Ont.—Morley's Hotel.
Major A. C. Carpenter, Toronto.
Mr. and Mrs. Douglas A. Clark, Winnipeg—4, Endsleigh Street, W.C.

The following have registered at the office of the Agent-General for British Columbia, Salisbury House, Finsbury Square:—

J. D. Kerr, Nelson—17, Torrington Square, W.C.
M. G. Hopkins, Kamloops—10, Great St. Helen's, E.C.
D'Auvergne Gindlay, Vernon—Cedar Lodge, Burgess Hill, Sussex.
E. Cuthbert Stuart, Kamloops—28, Kensington Park Gardens, W.
A. Williams, Vancouver—Arundel Hotel.
John W. Harington, Victoria—London Hospital, E.

The following Canadians are also in London:—

At the Piccadilly Hotel:—Mr. W. Hope and family, of Montreal; Mr. and Mrs. Hulligan, of Toronto; and Mr. J. F. Walsch, of Toronto.

At the Waldorf Hotel:—Messrs. [illegible] Anderson, St. John's, N.F.; O. Caven, Toronto; E. Kent, Montreal; S. J. Myrand, Quebec; [illegible] Reid, Toronto; J. E. Rousseau, Montreal; G. A. [illegible], Quebec; and Mr. and Mrs. J. [illegible], of Toronto.

At the Hotel Russell:—Mr. W. [illegible] Taylor, of St. John's, N.F.

At the Hotel Metropole:—Messrs. N. E. Converse, Niagara Falls; J. M. Clark, of Toronto; E. Harper Wade, of Quebec; O. B. Wadsworth, of Toronto; Wm. L. Noxon, of Toronto; and Mr. and Mrs. R. G. Reid, of Newfoundland.

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[illegible] £10 [illegible] Dr Barnardo's Homes [illegible] Director, WILLIAM BAKER [illegible]
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CANADIAN CURRENCY CHANGES.

The new Currency Bill, which has been introduced into the Dominion House of Commons by the Hon. W. S. Fielding, Minister of Finance, provides for the making of the following coins:—Twenty dollars, ten dollars, five dollars, two and a half dollars, fifty cents, twenty-five cents, ten cents, five cents, and one cent.

The Bill also provides that Canadian gold coins and United States gold coins shall be legal tender for a payment of any amount and the Governor-in-Council may, by proclamation, fix the rates at which any foreign gold coins shall pass current, and be a legal tender in Canada. Silver coins shall be a legal tender for a payment not exceeding ten dollars, and bronze coins for a payment not exceeding twenty-five cents.

Paper currency, now a legal tender, will still be a legal tender.

The British sovereign shall pass current and be a legal tender in Canada for four dollars and eighty-six cents and two-thirds of a cent of the currency of Canada, and other British gold coins for proportionate sums.

The new Act is founded on the English Act of 1871, but modified and changed to meet Canadian conditions.

*

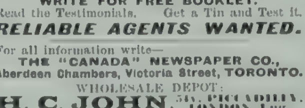
PLAYS WORTH SEEING.

"Don."—This comedy has been called the finest on the London stage at present. It is a strong play, admirably acted by a good all-round cast. Mr. Norman McKinnell's rendering of the part of the fanatical preacher is one of the best of the many good things he has done.

*

MR. BRENNAN'S MONO-RAIL.

A section of the Press, not only in Canada, but in Great Britain as well, has been hoaxed into stating that a plan was on foot for a gyroscope railway along the shore of Lake Okanagan, in British Columbia. According to Mr. William Whyte, second Vice-President of the C.P.R., there has been no gyroscope talked about, either by their officials, or anybody else. What may have suggested the idea was the fact that the president of an English fruit company asked if they would let him have some of their old rails to lay a rough track, so that he could collect the fruit and put it together for the market. A very interesting and successful private exhibition of the Brennan mono-rail was given last week at Gillingham, Kent, and Canadian fruit-growers might do well to get into touch with the inventor—Mr. Louis Brennan.



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THE CITY ARMS.

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THE CITY OF MANCHESTER.

SITUATED in the most densely populated part of the United Kingdom, and in the centre of a great industrial area producing numberless commodities, the city of Manchester needs but small introduction to the Canadian reader. Placed as Manchester is, in the very heart of such populous and thriving manufacturing districts as Lancashire, Yorkshire, and the Potteries, it has become, since the inception of the Manchester Ship Canal, one of the leading ports of the world; and, both as a port and as a manufacturing centre has deservedly earned the title of "The Metropolis of Commercial England."

A city boasting of nearly three-quarters of a million inhabitants, the mere bulk of its population, bound together by common interests, makes it an important and influential element of British national life; and when to this is added the fact that it is the most economical port of shipment for an area containing over eight millions of people and one hundred and fifty large towns, its importance as a centre of British industry may be better indicated than described.

Manchester to-day is to be regarded rather as a point of distribution than as a city given over to the task of producing. The city has become mainly a general market, a mass of offices and warehouses for distribution of the goods produced by the innumerable mills of South Lancashire. The manufacturing is chiefly carried on in neighbouring districts, almost as ready of access as if they were suburbs of the city, but where land is cheaper or local enterprise has rooted some particular industry. The principal cotton mills are, in fact, at Oldham, Ashton, Bolton, Burnley, Radcliffe, etc. The work of these places is to some extent specialised, dealing with cotton at one or another stage of manufacture, or manufaturing it in different shapes.

One can spin cotton, but does not weave it; another weaves what has been elsewhere spun, other places receive the woven goods to be printed. Rochdale is noted for blankets, poaching on the woollen preserves of the neighbouring Yorkshire; Nelson has a new name for a new material, *flannelette*, where cotton apes wool; Oldham, besides spinning for other fabrics, weaves velvet. Other towns are smithies of machinery for this busy area; others again—"dreadful trade"—prepare the chemicals used in manufacturing. To give some idea of the enormous quantity of capital and labour engaged in the cotton industry, Oldham alone, besides machinery in private hands, has over 100 limited liability companies working in and around it, the shares of these being in Lancashire to some extent held by operatives, which gives a measure of stability against strikes. Six or seven years ago Oldham counted more than eleven millions of spindles, representing at 25s. each a capital of fourteen millions of pounds.

Manchester is unquestionably the mercantile metropolis of this vast manufacture; but there are various other occupations, old and new, which must be regarded as amongst the

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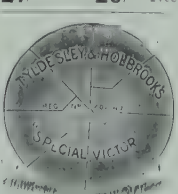

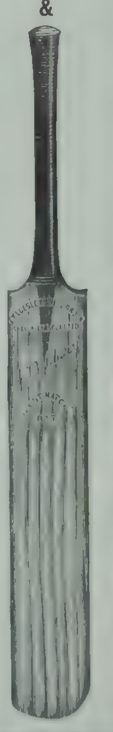

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THE CITY OF MANCHESTER *Continued*

THE PRODUCE EXCHANGE.

permanent industries of the district. Among the textile fabrics are those, single and mixed, of woollen, worsted stuff, flannel, etc., including blankets; of linen alone, or mixed with cotton, wool, or silk; of silk, including ribbons, dresses, embroidered articles, etc., velvets, tablecloth and damasks, counterpanes and quilts, nankeens and jeans, crapes and bombazines, shawls and mantles. Of miscellaneous manufactures are those of hats and caps, umbrellas and parasols, india-rubber, gutta-percha, and other water and air-proof fabrics, girth and webbing, and all kinds of smallwares. In iron and steel the works and manufactures are numerous and varied, including steam-engines, locomotive and stationary, bridges, and boilers; machines for planing, cutting, drilling, and riveting metal-plates; tool-making machinery, railway carriages, waggons, rails, and plants; stoves and grates, screws, bolts, rivets, wire, boiler-plates, etc. In copper and brass are various manufactures, especially of rollers for calico-printers. In short, including the trades and handicrafts, whose produce or productions are in demand everywhere, and those which may be termed the agencies between producer and consumer, with the professions, etc., there are from 600 to 700 varieties of occupation in Manchester, supplying all the numerous wants of a high material civilisation.

As a city, and from an architectural point of view, outer Manchester at least may be briefly described as unlovely. Miles and miles of "mean streets" do not make for beauty, essential though they may be to the needs of a working-class given over to a preference for small self-contained houses. Manchester in this respect is a huge "city of homes," close packed and compact. The thickest part of Manchester and Salford measures three or four miles each way, extending in long tentacles along the roads, leading to the neighbouring towns, which often seem to be joined to the central mass.

The central part of Manchester is unworthy neither of the wealth nor the importance of the city. Many of its public buildings have an air of solid dignity, and the more recent ones an artistic ambition reflecting the culture, enterprise, and public spirit which serve as a model for other English municipalities.

Manifestly, within the narrow limits of this article, anything like a complete survey of Manchester is an impossibility. The warehouses alone may be considered as almost public edifices, and evidence in themselves the taste, energy, and wealth of the mercantile community. Mosley and Portland Streets are long straight thoroughfares, shaded by tall blocks of warehouses, palatial in size, if not in design, and invested with all the dignity and massive solidity proper to buildings that flank what is probably the most famous thoroughfare (so far as the textile industry is concerned) in the world

Chiefest among the public buildings must be named the Town Hall, which in size and magnificence is second to none in the United Kingdom. It is a splendid Gothic pile, triangular in form, the facade of which, fronting Albert Street, measures 387 ft. in length; the height of the tower, including the ball on its top, is 286½ ft. The building contains 314 apartments, and occupies an area of 8.648 square yards. Another great building of which the city is justly proud is the new Royal Infirmary. This structure, which has supplanted the now abandoned Manchester Infirmary, one of the most striking and conspicuous edifices in the city, is a most extensive and elaborate one, covering thirteen acres of land, and costing over £500.000 ($2.500.000) to build. Some idea of its immensity may be formed by knowing that it consists of no less than forty-eight separate blocks of buildings connected by covered ways, and comprising twenty-five large wards, which contain 592 beds. In its New Royal Infirmary Manchester may be said to possess one of the most palatial and hygienic infirmaries in the world.

The Manchester Royal Exchange is another imposing building, presenting in its growth an epitome of the commercial history of Manchester. The first Exchange was built in 1729. It was replaced by a new building some eighty years later. This in turn was replaced by a third in 1839, which gave way to yet a fourth in the next decade. The present edifice was erected in two portions, the first being opened in 1871, and the other in 1874. It is a magnificent building of Italian design, and the interior is believed to be the largest room in the United Kingdom used for commercial purposes, being 206ft. by 192ft., its ceiling area being 120ft., without support.

No mention of Manchester as a city can be considered complete without reference to these institutions, which, beyond all else, testify to the public spirit displayed throughout the past and carried forward in unbroken tradition to the present day by her citizens. The John Rylands Library owes its existence to the munificence of the late Mrs. Rylands, by whom it was erected, equipped, and liberally endowed as a memorial to her late husband, the distinguished citizen and merchant, who died in 1888. It was opened on October 6, 1899. There are more than 110.000 valuable volumes, including the whole of the famous Althorp collection, which Mrs. Rylands purchased from Earl Spencer for a great sum. Of these there are 40.000 volumes, and Manchester is now in proud possession of a library which, of its kind, is perhaps unrivalled in the world. The

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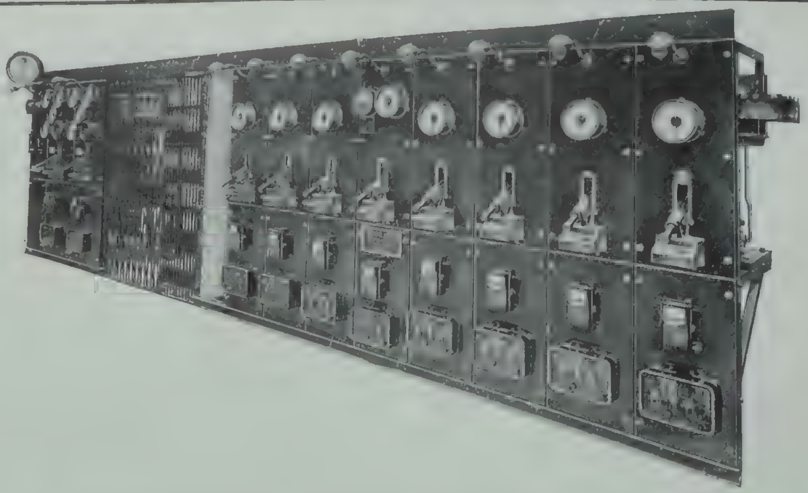
THE NEW ROYAL INFIRMARY, MANCHESTER

Market St



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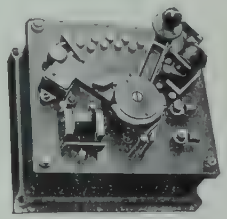

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EXTRA-HIGH TENSION
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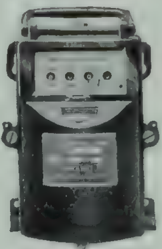
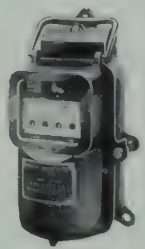


A.C. METER.
(Induction Type)
HOUSE SERVICE.



C.C. METER.
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HOUSE SERVICE.

FERRANTI LTD.

Head Office & Works: HOLLINWOOD, LANCASHIRE, ENGLAND.

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Also at WINNIPEG, CALGARY, VANCOUVER, B.C., etc., etc.

THE CITY OF MANCHESTER—*Continued.*

building itself is quite the best modern building in Manchester; and the worm-pink sandstone of which it is constructed lends additional charm to the interior.

Owens College, now known as the Victoria University of Manchester, is another great institution, the inception of which was due to the generosity of a single person. The nucleus from which everything has sprung was the benefaction of Mr. John Owens, a Manchester merchant, who died in 1846, leaving a sum amounting to nearly £100,000 for the foundation of a college an endowment that has since been increased from other sources. The University now consists of a group of buildings covering an area of 240,000 square feet. The number of students is about 1,100, drawn from the whole Empire.

While on the subject of education, the Manchester Art Gallery demands special notice. Manchester was one of the first cities in the United Kingdom to recognise the advantage of a public gallery of art. Funds were raised by the wealthy merchants of that time, and the building was raised, which has now become the home of some of the best national masterpieces. The original title was the Royal Manchester Institution, but in the year 1882 it passed into the hands of the Corporation, under certain wise conditions for its future development that were laid down by the original proprietors, and accepted by the Corporation.

It is apparent to all that great wisdom and discretion has been used in selecting the works of art which comprise the permanent collection. Works by such renowned artists as Sir Frederick Leighton, Sir J. E. Millais, W. P. Frith, and W. Holman Hunt adorn the walls of the well-lighted and spacious rooms. There are periodical exhibitions of oil and water-colour pictures, and special exhibitions of works of outside societies. The hall and vestibules are embellished with statuary, the most striking, perhaps, of many masterpieces being the classical group in bronze entitled "Adrift," the work of Mr. John Cassidy, and lately presented to the city by James Gresham, Esq., J.P.

Portland Street, Manchester, the most famous thoroughfare in the textile world. The building shown is the warehouse of Messrs. S. & J. Watts.

The style of architecture is Doric, and it was erected in 1825, from designs by Sir Charles Barry.

Interesting as even these incomplete details are, nevertheless, the interest of overseas readers in the city must essentially be centred in matters more intimately associated with Imperial rather than municipal affairs. In a separate section that most famous undertaking the Manchester Ship Canal is dealt with at length, and space is devoted to the Markets of Manchester, wherein so much of Canadian exports are sold.

There remains only finally to speak of Canadian interest in Manchester as subserved there by Mr. P. B. Macnamara, the Canadian Trade Commissioner. The senior of the Canadian Trade Commissioners in the United Kingdom, Mr. Macnamara opened the Manchester office in 1904. Since that date the growth of Manchester's trade with Canada has shown a great and gratifying increase.

It may be noted that among the principal items in which direct shipments from Canada to Manchester have greatly increased, owing to the improvements in the system of boxing and packing, are cheese, butter, and bacon. There has also been a steady increase in the imports of manufactures of wood, pit props, doors, windows, etc.

Not so very long ago, Mr. Macnamara said:—"There are still many things which Canadians want and scarcely know how to get." Though the lapse of years has shown a wonderful development in the growth of manufactures in Canada as well as in the variety of the imports into the Dominion, this statement still holds true. At the time of Mr. Macnamara's appointment very few of the leaders of the staple trades of Lancashire sent their own travellers to Canada. To-day many prominent mill owners and principals of large firms have not only made extensive tours in the Dominion, but have established branch houses there. The completion of the Manchester Ship Canal and the opening of a direct line of weekly steamships to Canadian ports has acted as a powerful stimulus in the increase of Canadian trade.

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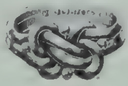

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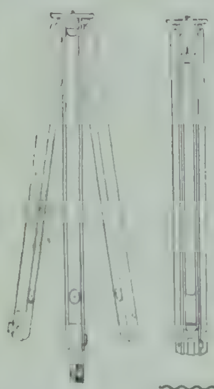

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"Jaynay" No. 2 Quickset Tripod
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ABSOLUTELY RELIABLE
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BUXTON HYDRO,
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ROOMS.
SUMPTUOUSLY APPOINTED.
ALL HYDROPATHIC BATHS.
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ORCHESTRA.
Overlooking Gardens. Near Golf Links.
Tel. Add.: "COMFORTABLE." 'Phone: 211 & 212
G. W. BOSWORTH, Manager
Write for Illustrated Tariff

THE CITY OF MANCHESTER *Continued.*

MANCHESTER MARKETS.

The Manchester Corporation purchased the Manorial Rights from Sir Oswald Mosley in 1846 for £200,000, to be paid in annual instalments of £4,000, the last payment being made in September, 1894.

The total area of the markets properties is about 27 acres. The assets as per last financial statement are £1,091,714, and the liabilities, £407,401, showing an excess of assets over liabilities of £684,313.

The receipts for the first complete year were £11,382, and for the year ending March, 1909, £82,290. Since 1868 a sum of over £650,000 has been paid by the Department in aid of the rates.

The Smithfield Markets (fruit, vegetables, and fish) are the centre of distribution for an area of about fifty miles, comprising a population of 7½ million. The fruit and vegetable market is the largest of its kind in the kingdom, and supplies come from almost every country in the world, large quantities being also sent from the surrounding districts and from the South of England.

The Wholesale Fish Market is, next to Billingsgate, the largest centre of distribution in the Kingdom, supplies coming from almost all the fishing ports in Great Britain.

Cold storage accommodation is provided under the markets for the convenience of tenants and others, and, although only opened in December, 1904, full advantage has been taken of the stores, and the accommodation has been twice extended.

The Commercial Sale Rooms, Campfield, were established by the Corporation in 1894 to provide facilities for the sale and distribution of "green fruit," etc., imported to the district via the Ship Canal. Since then an ever-increasing quantity of imports of this class has been dealt with; the fruit is sold by auction at the sale rooms by three firms of fruit brokers, whose combined turnover at the present time is not less than £500,000 per annum, whilst the number of packages dealt with during the past twelve months was upwards of a million.

Now that several services of steamers are running regularly to Manchester from the principal sources of supply, the business has become firmly established, and will doubtless increase still further, as other services are inaugurated or the present ones accelerated. Auction sales are held twice weekly, on Tuesdays and Thursdays, and, in addition to the wholesale buyers of the city and district, they are largely used by representatives of the trade from many parts of the country, including the South of Scotland, Yorkshire, and East Coast centres, and Midland counties.

The fruit, which is chiefly of a keeping description, such as American, Canadian, and other foreign apples, pears, oranges, lemons, nuts, preserved fruit, grapes, and tomatoes, is sold in lots too large for retail dealers. The brokers act as auctioneers, and pay a toll of 3d. per minute to the Corporation for use of the rostrum in sale room.

The City Abattoirs, situate in Water Street, is one of the finest in England, and was opened in 1872. It comprises every convenience for the slaughtering of cattle, as well as a large carcase market. Although extended in 1894, further enlargements were made in 1902 to meet the increasing requirements of the trade. The market is probably the largest of its kind in the country.

In addition to the City abattoirs, small abattoirs in the suburbs were taken over on the amalgamation of Rusholme, Moss Side, and Withington. The premises in Withington, erected for use as a public slaughterhouse, were converted to suit other purposes prior to amalgamation.

The Cold Air Stores and Chill Rooms (adjacent to the City Abattoirs) were opened in 1895, and have a storage capacity equal to 120,000 carcases of mutton, and were erected at a cost (including buildings and machinery) of about £80,000. They have materially assisted in the increase of the wholesale meat trade in the adjoining carcase market, besides having minimised the great waste in the food supply of the city and neighbourhood, and have furnished the same to the people in a sound and wholesome condition. "Lloyd's" surveyor reports that these stores rank amongst the foremost in the United Kingdom, and they are on the approved list of the London underwriters.

The Foreign Animals Wharf, built on land adjoining the Ship Canal, near Mode Wheel Locks, was erected for the landing and slaughter (within ten days of landing) of animals from certain foreign countries. The site (containing upwards of twelve acres), together with the buildings, cost nearly £100,000. Accommodation is provided for about 1,850 head of cattle and 1,200 sheep, with sufficient land for an extension up to 3,000 head of cattle and 6,000 sheep. The wharf is one of the best equipped in the country.

City of Manchester.—Markets Department.

COLD AIR STORES,

ELM STREET, WATER STREET, MANCHESTER.

Depôt at the centre of the area of Distribution for Storage of
Mutton, Beef, Offals, Butter, Cheese, Milk, Bacon, Poultry, Rabbits, Fruit, Hops, &c.

Telegrams: "STORAGE, MANCHESTER."

Capacity 120,000 Carcases.

On Lloyd's Approved List.

Telephones: 5713 & 3430 B, CENTRAL.

SPECIAL QUOTATIONS FOR LARGE CONSIGNMENTS.

The Stores are adjacent to the Wholesale Meat Market, and within easy reach of the Butter, Poultry and Fruit Markets, Docks, and all Railway Depôts. Up-to-date equipment; provision for receipt or delivery of goods under cover. Meat sawn to storer's requirements by motor-driven band saw.

COLD STORAGE ACCOMMODATION

IS ALSO PROVIDED AT THE

SMITHFIELD MARKETS (Copperas Street),

For the Storage of Rabbits, Poultry, Fish, Bacon, Butter, Milk, Fruit, &c.

Telephones: 1005 (CITY) and 3439 E (CENTRAL) Telegrams: "FREEZING, MANCHESTER."

FRUIT AUCTION SALEROOMS

DEANSGATE, MANCHESTER.

Within easy reach of all Manchester Stations.

The Saleroom, which is lighted by electricity, and provided with heating apparatus, accommodates a large number of buyers. It is conveniently arranged, and equipped with hydraulic lifts for expeditiously raising goods from Sample Cellar to Saleroom. Importers' and Brokers' Offices and Sample Room adjoin the Saleroom. Auction Sales at present held twice weekly (Tuesdays and Thursdays).

For further information apply to the

Superintendent, Markets Department, Town Hall, MANCHESTER.

Telephone: 3439 CENTRAL.

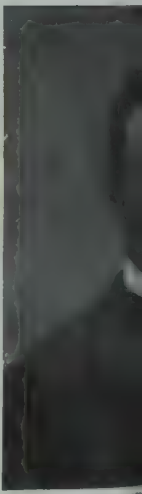
THE MANCHESTER

Arms of t

Eastham Locks (entrance from the River Mersey).

A view i

Steamer of the Manchester Liners, Ltd., Canadian service, discharging at Grain Elevator, Manchester Docks.
(Capacity of Elevator, 1,500,000 bushels.)

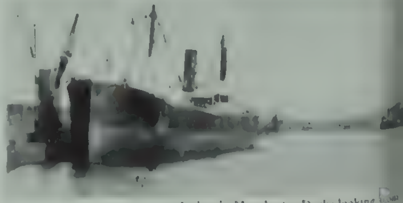


John K. Bythell, Esq., C

TRAFFIC.

The following table gives the total tonnage in traffic since the opening of the Canal in 1894 :—

1894	925,659
1895	1,358,875
1896	1,826,237
1897	2,065,815
1898	2,595,585
1899	2,778,108
1900	3,060,516
1901	2,942,393
1902	3,418,059
1903	3,846,895
1904	3,917,578
1905	4,253,354
1906	4,700,924
1907	5,210,759
1908	4,582,496
1909 (to June 30)	2,184,782



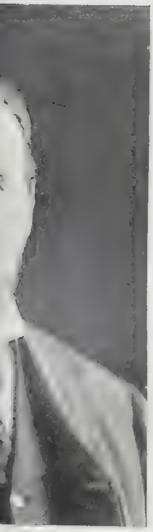
A view in Manchester Docks looking

SHIP CANAL

Ship Canal.

nchester.

Barton Swing Bridge, and Aqueduct.



nchester Ship Canal Co.

A Canadian Liner discharging Cattle at the Foreign Animals Wharves Manchester Docks.

cks towards Trafford Road Swing Bridge.

REVENUE.

The following table gives the total Revenue since the opening of the Canal in 1894 :—

1894	£ 97,901	1902	£358,491
1895	137,474	1903	397,026
1896	182,330	1904	418,043
1897	204,664	1905	440,136
1898	236,225	1906	498,837
1899	264,775	1907	535,585
1900	290,830	1908	506,975
1901	309,517	1909 (to June 30)	245,203

THE MANCHESTER SHIP CANAL.

INSEPARABLY associated with the city of Manchester, and testifying in a monumental manner to the energy and enterprise of the citizens of "England's commercial metropolis," the Manchester Ship Canal, apart from other considerations, arrests attention even if only for the fact that it represents a stupendous undertaking successfully carried out in the face of innumerable difficulties. The geographical position of the port is altogether so admirable a one that already so far back as the year 1712 the bold idea of a waterway for ships to the heart of the city was mooted. It was not, however, until nearly two centuries later, in the year 1887, when, all opposition having been finally and triumphantly overborne, the first sod in the construction of the canal was cut, and a little over six years later the whole length of the canal from Eastham to Manchester was opened for traffic.

The canal itself is 35½ miles long from the locks at Eastham to the limit of the Port of Manchester at Woden Street Bridge, and was originally excavated so as to give a depth of 26 feet (the depth has since been increased to 28 feet), the width at the bottom is from 120 to 180 feet, and in but one instance is it less than 120 feet, viz., for three-quarters of a mile between Latchford Locks and Partington Coal Basin, where it is at present only 90 feet, and large vessels are not allowed to pass each other in this part of the canal.

The total rise in level of water from Liverpool to Manchester is 58 feet 6 inches, and this is compensated for by the locks at Eastham, Latchford, Irlam, Barton, and Mode Wheel (Manchester). At the four latter places there are two locks, one 600 feet by 65 feet, and one 350 feet by 45 feet; at Eastham there are three, 600 feet by 80 feet, 350 feet by 50 feet, and 150 feet by 30 feet. The gates for these locks are constructed of greenheart wood, weigh from 200 to 300 tons each, and are controlled by powerful hydraulic machinery.

By no means the least part of the task set the engineers was the construction of the fifteen bridges, viaducts, and aqueducts which cross the canal at various points in its course, commencing with the Old Quay Swing Bridge at Runcorn, and concluding with Trafford Road Swing Bridge, which connects the borough of Salford with the city of Manchester and the district of Stretford. The weight of steel work in these bridges varies between 494 and 1,945 tons.

The Barton aqueduct, a wonderful example of engineering skill, carries the Bridgewater Canal (the property of the Manchester Ship Canal Co.) over the Ship Canal at Barton. It was constructed to take the place of a fixed stone aqueduct built by the great Brindley in 1793, to fulfil the same purpose over what was then the River Irwell. No less than five lines of railway, which formerly crossed the same stream, had to be provided for and had to be carried, to obtain the necessary headway for ships' masts, to a much increased height, entailing thereby the necessity of tremendously long gradual gradients on either side.

The water of the Manchester end of the canal is supplied by the Rivers Mersey and Irwell and tributary streams. Generally speaking, there is an ample supply for all requirements, but in case of a shortage in this respect, the Ship Canal Company has erected pumping stations and machines of a very powerful and efficient type, each capable of lifting 30,000,000 gallons per diem, and, in the event of being so required, of pumping back to the higher levels of the canal all the water that has been used in locking, etc., thus assuring to the canal absolute immunity from lack of water.

For some time after the opening of the canal the large shipowning lines were somewhat averse from sending their big steamers to Manchester. This prejudice has, however, now disappeared, and twin-screw steamers with a dead-weight capacity of 11,500 tons are now regularly trading to and from the port. In order to accommodate this type of steamer, the Canal Company obtained Parliamentary powers to deepen the canal from 26 feet to 28 feet. This latter depth is now maintained throughout the whole length of the waterway and in the Manchester docks and has considerably added to the utility of the port. Regular lines of steamers are now operating between Manchester and most of the principal ports of the world, while negotiations are proceeding for the establishment of new services.

An excellent weekly service of liners between Manchester and Montreal and Quebec is afforded by the Manchester Liners, Ltd., who now own fourteen fine cargo-carrying steamers, most of which are equipped for the carrying of live cattle and refrigerated cargo. These steamers bring into the port large quantities of Canadian cheese, butter, bacon, and other provisions, grain, paper, carbide of calcium, wood pulp, and the various other products of the Dominion. They also bring regular shipments of live cattle, which are discharged at the lairages below Mode Wheel Locks. In the winter months, when the St. Lawrence river is closed for navigation, the terminal ports of the steamers are Halifax, N.S., and St. John, N.B.

In addition to the regular services maintained by the Manchester Liners, Ltd., Manchester draws wood pulp and timber from Canadian ports by means of tramp steamers.

As an example of the savings effected by shipping to Manchester in comparison with Liverpool, the manifests of three steamers were taken and the cargo traced to the various inland towns to which the different lots were destined, and, without going into the details of each separate item, the s.s. *Manchester Port*, from Montreal, with a cargo of Canadian produce of 6,258 tons, which found its way into thirty-four different towns, showed a total saving of £1,506 1s. 6d., or 4s. 10d. per ton. Again, the s.s. *Vienna*, from New York, had a miscellaneous cargo of 5,877 tons, and was distributed throughout twenty different towns, showed a total saving of £1,410 5s. 11d., or an average of 4s. 9d. per ton; and the s.s. *Manchester Corporation*, from New Orleans, with a cargo of cotton, lumber, and grain, which found its way into forty-four different towns, and on carefully working out the actual cost to distribute this from Manchester as against what it would cost to distribute the same cargo had it been distributed from ex steamer Liverpool, it showed a total saving of £1,436 2s. 5d., or an average of 4s. 10d. per ton.

The area of the Manchester Dock Estate is 406½ acres, including the water area of 120 acres. The quays are 6½ miles in length and 286½ acres in extent. The dimensions of the docks are as follows:—

No. 1	700	by	120	feet.
, 2	600	,,	150	,,
., 3	600	,,	150	,,
,, 4	560	,,	150	,,
,, 5	(not constructed).			
, 6	850	,.	225	,,
, 7	1,160	,,	225	,,
., 8	1,340	.,	250	,,
. 9	2,700	,,	250	..

The equipment of the Manchester Docks includes fifty-three hydraulic, sixty-five steam, and ninety-one electric cranes, with a radius of 16 to 40 feet, and capable of lifting from 1 to 10 tons to a height from rail level of from 13 to 59 feet, a 30-ton steam crane, six floating pontoons of a dead-weight capacity of 800 tons each, and all modern appliances for affording vessels quick despatch. There is also a pontoon sheers capable of dealing with weights of up to 250 tons, with a lift of 21 feet.

There is a range of thirteen single-floor, one two-floor, six three-floor, five four-floor, and twelve five-floor transit sheds, fitted with the most modern appliances; also thirteen warehouses, seven storeys each, fitted with twenty-seven friction hoists worked by gas engine.

To accommodate the increasing traffic the Canal Company have recently constructed four large warehouses, abutting on Trafford Wharf Road, with a gross inside area of 114,642 square feet. The water area of No. 9 Dock (opened in 1905) is 15.6 acres, with surrounding quay space, railways, etc., of 32.6 acres. The southerly side of the dock is equipped with a series of transit sheds for the receipt of cargo from or for vessels, which form probably the largest system of transit shed accommodation in the world. The sheds are constructed entirely of reinforced concrete (Hennibique system), the whole of the structure of each shed being formed of steel rods embedded in Portland cement concrete. There are five of these immense sheds, each of four storeys (including the flat roof); four of them are 425 feet by 110 feet, the fifth is 450 feet by 110 feet, and they have a total floor area of 110,000 square yards.

The equipment of the Manchester Docks includes all the latest appliances for handling, storing, and distributing traffic, and comprises.—

Specially constructed warehouses for the storage of cotton, provisions, bananas, etc.

Vast timber storage yards and covered sheds for stocking timber.

Over 1,400 railway waggons and forty-seven locomotives for moving traffic to and from dock sheds and warehouses, railway connections and open storage grounds.

Thirteen powerful steam screw and paddle tugs for the assistance of vessels up and down the canal.

Coaling crane, capable of lifting 25 tons, which tips coal direct into vessels lying alongside.

The Manchester Dry Docks Company have two dry docks 535 feet and 425 feet long respectively and 65 feet in width, as well as pontoons capable of lifting vessels weighing up to 2,500 tons.

At Partington Coaling Basin (seven miles down the Canal from Manchester) there are six hydraulic coal tips, capacity each 300 tons per hour. Quay space twenty acres; length ¾ mile; water space 6½ acres, and over 22½ miles of railway lines.

The arrangements for the handling of cargoes of grain are exceptionally complete. The grain elevator at the Manchester Docks was the first in this country to be constructed purely on

The Manchester Ship Canal *Continued.*

the American principle, and it practically only differs from the American elevators in that the arrangements for delivering the grain are different, seeing that in this country grain still continues to be delivered to the millers chiefly in bags, whilst in America the movement of grain is entirely in bulk.

The Manchester elevator was constructed by Messrs. John S. Metcalfe and Co., of Chicago. It was built after the fashion of American elevators, a wooden skeleton of the whole building being first of all run up and afterwards encased with brick. The elevator has a capacity for 40,000 tons, or 1,500,000 bushels of grain. It contains 226 bins, varying in capacity from 37 to 300 tons. These bins are constructed of wood, and in the opinion of experts are made in such a way as to keep the grain in the best possible condition.

As regards the facilities for discharging grain from steamers into the elevator, these consist of a marine leg at the water side with revolving buckets, which, when working at its full capacity, lifts the grain out of the hold of the vessel at the rate of 350 tons per hour. In order to accelerate the discharging of grain in parcels or from the smaller holds of a vessel, the Canal Company have recently supplemented the discharging apparatus by constructing eight pneumatic pipes, which suck the grain up into the marine tower at the rate of about twenty-five tons per pipe per hour. These pipes, of course, work simultaneously with the marine leg above referred to. The rates charged against the steamer for discharging grain cargoes are very reasonable, and combined with the quick despatch given, every inducement is offered to the owners of vessels to discharge the cargoes at Manchester.

When the grain reaches the top of the marine tower it passes downwards into a five-ton weighing hopper, and here the weight is taken both by the representatives of the vessel and the owners of the grain. From the weighing hopper the grain drops on to a band, which conveys it from the marine tower to the elevator house. Here the grain is elevated to the top of the building, and distributed from thence to one or other of the 226 storage bins.

Steamers taking full cargoes of grain to Manchester are discharged alongside the elevator, with the exception of cargoes of wheat from Karachi. This wheat is invariably delivered in original bags, and to suit the convenience of importers the cargoes are discharged at one of the large transit sheds at Manchester, where there is also every facility for redelivering to railway waggon, cart, or barge. The Canal Company have also acquired several floating grain elevators, which are sometimes utilised to accelerate the despatch of the liners running to Manchester from North American ports. These elevators are placed alongside the steamer, and discharge the grain overside to barges, whilst the general cargo is being discharged over the other side of the vessel into the quay transit shed. When loaded the barges are towed by the Canal Company to alongside the grain elevator and discharged there.

In readiness for future requirements the Canal Company has the foundations already laid for another gigantic elevator at the east end of No. 9 Dock. This, when built, will also be of the absolutely latest type, and will provide storage for some tens of thousands of tons of grain. Connected with the base of the building will be an underground subway running the whole length of the south side of the dock, which, when the elevator is constructed, will be provided with bands running therein on which the grain will be discharged from a vessel at any part of the south side of the dock simultaneously with the discharge of her general cargo into the transit sheds or railway waggons alongside.

In conclusion, it must be said that, with a volume of nearly 5½ million tons of sea-borne traffic passing annually over the canal, Manchester has every reason to be proud of the continual development of the trade of the port and of the position she holds amongst the principal ports in the country. The benefits derived by the city and district are very marked, and undoubtedly the construction and evolution of the Manchester Ship Canal accounts for the pre-eminent position Manchester now occupies amongst English commercial centres, for the marked prosperity of the city and district, and for the numerous large manufactories of various descriptions which have arisen in and around the city during the past ten years.

MERCHANTS AND MANUFACTURERS.

FERRANTI, Limited.

The Ferranti Company is justly regarded as a very early pioneer in the manufacture of electrical machinery on a large scale, the history of the firm dating back to the eighties.

S. Z. de Ferranti, Limited, was formed in 1890 with works in Charterhouse Square, London, for the manufacture of alternators, transformers, switchgear, and meters.

In 1897 the present works at Hollinwood were acquired, and the manufacture of Central Station engines of large sizes was added. In 1905 the company was reconstructed, continuing its existence under the same name, but the directors then decided to limit its manufacture to meters, switchgear instruments and transformers, and to specialise in these departments to an extent which had not been possible so long as the scope of the company's manufactures was more varied. The result of the subsequent years of specialisation in the three directions above indicated has enabled Ferranti, Limited, to keep continuously to the fore and to fully occupy and extend the original works. The Ferranti switch and meter business, including all apparatus and instruments appertaining to switchgear, is to-day undoubtedly one of the foremost in the world. The ground area on which the works are situated is 105,525 square yards; the number of men employed is from 1,000 to 1,200. The meter department is now capable of turning out 10,000 meters per month, and extensions are contemplated. The switchgear department is capable of an output equivalent to 2,500 switchboard panels per annum.

The amount of pioneer work due to Mr. Ferranti is perhaps not generally appreciated outside Great Britain, and, in passing, it may be noticed that the mercury meter, the cellular switchboard, the oil switch, and the concentric paper cable are due to Mr. Ferranti's genius, as well as a host of other advances in electrical industry which have at the present day become so commonplace as to be absolutely indispensable to those who employ electricity in any form whatever.

Mr. Ferranti, in conjunction with others, first held the concession for the development and utilisation for electrical purposes of Niagara Falls, and was the first to plan out a scheme of generation and transmission of electricity on a large scale for the supply of London, on lines which ten years afterwards were proved by the then existing practice to be sound engineering in every respect, but which were wholly unappreciated by his contemporaries at the time they were formulated.

In electrical matters the experience of Ferranti, Limited, has been unique, and the engineers of the firm are always ready to place it at the disposal of their clients, particularly with regard to any matters relating to the special lines on which the firm has concentrated its efforts. It is this quality of specialisation, together with the great amount of scientific attention bestowed on the theory, design, and manufacture of apparatus that enables Ferranti, Limited, to-day to supply apparatus of the very highest grade of material, workmanship, and finish at a price which compares favourably with anything that competition has to offer.

Messrs. MATHER & PLATT, Limited.

One of the best-known firms in the engineering industry of this country, Messrs. Mather and Platt, Limited, Park Works, Manchester, have established a world-wide reputation for the production of electrical and other goods. Although the manufactures are varied in character, they are none the less up-to-date in design, and a progressive attitude has characterised the firm from its foundation, nearly a century ago. In technical machinery the highest standard of excellence has been constantly maintained, and the dynamos and motors manufactured are marked by characteristic features. Condensing plants have been made a speciality, and are now an important factor in the output; while turbine pumps for both high and low lifts as an accessory to the electric motor are being constructed in great quantities. Among the recent productions of Messrs. Mather and Platt is the Grinnell Automatic Sprinkler and Fire Alarm, the special purpose of which is to protect every description of property by arresting fire in its very incipiency, thereby effecting a substantial saving in the cost of insurance. This apparatus should, therefore, be especially interesting to Canadians. It is perfectly automatic, and requires no human intervention to operate it. The Grinnell Sprinkler received official recognition from the fire insurances offices in all the important countries of the world, and has extinguished over 12,000 actual fires, with an average loss to the insurance companies through fire and water of £60 per fire. Moreover, the list is increasing at the rate of three fires per day. These are occurring in all parts of the world, and under every conceivable condition. Experience, the only true test, has abundantly proved that the Grinnell Sprinkler never fails to operate successfully upon a fire when it has been installed properly and furnished with an adequate

CONCILIO ET LABORE

Cockshoot
Carriages

Cockshoot
Motor Bodies

JOSEPH COCKSHOOT & COMPANY, LIMITED,
CONCESSIONAIRES FOR THE
Renault and Rolls-Royce Chassis
STRANGEWAYS, MANCHESTER, ENGLAND.

The **"GRINNELL" SPRINKLER**
AND FIRE ALARM

has extinguished over 13,000 fires, the average fire and water damage amounting to only about £60

PREVENTS SERIOUS FIRE LOSS
INSURANCE PREMIUMS GREATLY REDUCED

MANY MILLIONS INSTALLED

ARMOURED FIRE DOORS
UNDERWRITER FIRE PUMPS

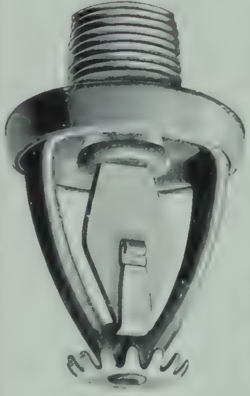
Further particulars may be obtained of the Manufacturers:

Mather & Platt, LTD.
LONDON & MANCHESTER

Queen Anne's Chambers,
Westminster, S.W.

PARK WORKS

Agents for Canada: Messrs. DRUMMOND, McCALL & Co., Montreal



GRAND PRIZE
FRANCO BRITISH EXHIBITION

Merchants and Manufacturers *(Continued)*

supply of water under pressure. The good judgment of those who have put their faith in its efficiency has been justified, and it is only logical to conclude that a system of fire protection which has been brought to the test so often cannot fail to continue to work effectively in all future cases.

The HAT MANUFACTURERS' SUPPLY CO., Limited.

Perhaps no article of clothing is a more frequent source of trouble to a man than his hat. There are many men who will endure considerable discomfort in the belief that if a well-dressed appearance is to be preserved, a certain amount of personal comfort must necessarily be sacrificed. This idea is, of course, quite a fallacious one. Any type of hat can now be obtained provided with a device which ensures a perfect and immediate fit, no matter what the shape of the head may be. This device is a leather band, known as the Patent Bon Ton Ivy, which can be fitted to all straw, felt, or silk hats. It causes the hat to conform to any shape or size of head by the mere tightening or loosening of a piece of elastic. Further, the design of this adjustable fitment is so scientifically correct that it is a perfect and positive ventilator. The air is allowed to enter the hat by countless apertures round the inside of the brim, thus ensuring the perfect comfort of the wearer. Nor is the Bon Ton Ivy patent sweat band a boon to the public alone. Owing to the accuracy of the design, a customer can be suited with a hat in far less time than has hitherto been possible. Further, the satisfaction of the wearer causes him to insist on his hats being fitted with the Bon Ton Ivy band, and so ensures further business to the retailer. Any shape of head can be fitted to a nicety with the assistance of the band, and in ordering from manufacturers, retailers should stipulate that all hats supplied must be fitted with this attachment. The Bon Ton Ivy is made by the Hat Manufacturers' Supply Company, Limited, of Stockport, who also manufacture hatters' specialties of every description.

Messrs. TYLDESLEY & HOLBROOK.

A thoroughly enterprising sports and equipment supply business is that of Messrs. Tyldesley and Holbrook, 109, Deansgate, Manchester, the quality of whose goods has earned for them a reputation which extends to all parts of the Empire. Cricket, hockey, golf, lawn tennis, croquet, badminton, everything required for these and all other games is included in this firm's catalogues, which should be on the bookshelf of every lover of sport in whatever part of the world he may be. He will then be enabled, when he requires any particular article, to select from these catalogues, and will have the certain knowledge that whatever he purchases, it will be the best of its kind. The cricket season is now rapidly approaching, and many cricketers will be investing in a bat. A cricket bat which is probably too well known to need further recommendation is the "J. T. Tyldesley" Test Match Bat, used by the leading cricketers in every part of the globe. The blades of these bats are specially selected from the finest willow, the handles are constructed of best cane and rubber, in accordance with Mr. Tyldesley's own ideas, the outcome of long experience. For balance, lightness, and durability, the "J. T. Tyldesley" bat is practically unequalled. In the important matter of football requisites—goal nets, shin guards, knickers, jerseys, boots, hose, etc.—the articles supplied by Messrs. Tyldesley and Holbrook are of a quality, and sold at a price, which will bear favourable comparison with any other firm in the trade. Their "Premier" Association Football and "International" Rugby Football have a very high reputation. The cases of both are made from specially selected dressed hides. They are sewn by expert workmen only, and the best bladders only are inserted in the balls. Every football made is thoroughly examined and tested before being sent out.

The LOWCOCK COMMERCIAL MOTOR COMPANY.

At the recent Manchester Motor Show, one of the most interesting exhibitions was the "Locomo" 4-ton lorry of the Lowcock Commercial Motor Company, Gaythorn, Manchester. Over fifty of this actual type have been sold, all of which are running to the satisfaction of the purchasers. This firm are practically the pioneers of motor traction in Manchester and district, and specialise in advising on industrial motor traction for home and the colonies. They have recently received encouraging inquiries from Canada, the West and East coasts of Africa, and they have shipped some to Brazil.

The engine is a standard 4-cylinder type, giving 32 h.p. at a nominal speed of 900 R.P.M. with 4-5/16in. bore and 5½in. stroke. The valves are mechanically operated and on opposite sides. It has an automatically-governed carburettor, Krebb make, a leather cone clutch and encased timing wheels. The cooling water is circulated by a rotary pump, through a tubular type radiator with a belt-driven fan. The petrol is gravity fed, and the tank has a capacity of twenty-five gallons. Ignition is by low tension Simms-Bosch Magneto and the lubrication is supplied by pressure from a plunger pump in the crank case. The gear box is designed for four speeds forward and one reverse, and the power is transmitted by chains to the road wheels. The wheels fitted with solid rubber tyres, single on the front 850 mm. by 120 mm. by 70 mm., and twin on the rear 1016 mm. by 120 mm. by 75 mm., with wheel base 13ft. 5in. The whole mounted on channel steel frame, braced together with transverse channels and tee irons. The chassis is fitted with a flat lorry body, with cushion on driver's seat and Commercial side and tail lamps; also an outfit of spares and tools.

The Lowcock Commercial Motor Company supply motor vans and waggons to carry any weight from 10 cwt. to 5 tons.

Messrs JAMES WOOLLEY, SONS & CO., Limited.

The firm of James Woolley, Sons, and Co., pharmaceutical chemists, wholesale and export druggists, established over a century ago, was for many years carried on in Market Street and Swan Court, Manchester, with laboratories and drug mills at Knowsley Street, Cheetham, but in 1891 the ever-extending trade rendered it necessary to increase the accommodation, and a large warehouse was erected on the banks of the River Irwell at Victoria Bridge and close to Exchange Station and the Manchester Cathedral.

Messrs. Woolley carry on an extensive wholesale and export business in drugs, chemicals, galencial and pharmaceutical products, surgical instruments and appliances, chemical and physical apparatus, photographic requisites, druggists' sundries, proprietary medicines, perfumery, and toilet articles. Amongst the many specialities of this firm, the following are well known:—Sanitary Rose Powder, for the toilet and nursery, Boval Cream Soap, for dry and tender skin, Phenate of Soda Solution and Tooth Paste, Boval Floor Gloss, and the Boval Adjustable Truss. Another speciality of the firm is "Jecovol," an egg emulsion of cod-liver oil with glycerophosphates. The directors, who are all pharmaceutically qualified, are Mr. George S. Woolley (Chairman), Mr. E. J. Woolley (Managing Director), Messrs. Hermann Woolley, Charles A. Johnstone, E. S. Johnstone, William Lane, J. H. Franklin, and A. C. Vallance.

Messrs. A. G. THORNTON, Limited.

Messrs. A. G. Thornton, Ltd., of Paragon Works, Manchester, manufacture drawing and surveying instruments and materials largely for Government departments in the United Kingdom and all the Colonies, also for the universities, colleges, and principal engineering offices.

They have introduced many of the most important improvements in drawing instruments that have been brought to the notice of the engineering profession during the last twenty years.

They are to be numbered amongst the largest manufacturers of high grade drawing instruments in the United Kingdom, and the demand for their goods is a steadily growing one. One of their recent improvements in surveying instruments is "The Gradiograph." A special booklet is issued by the firm on the merits and use of the instrument, and is of special interest to civil engineers and contractors, for all work connected with laying pipes to a given gradient, or testing existing gradients. The "Gradiograph" is a labour-saving device of the first order.

They also issue many booklets, illustrating and detailing their manufactures, but their principal issue is their catalogue C 1908 edition. This is the largest catalogue on drawing and surveying instruments issued by any British firm, and is an instructive book which should be in the hands of all engineers and architects. Any of their lists, including the catalogue in question, is gladly sent on application.

Messrs. J. & A. WILKINSON.

Messrs. J. and A. Wilkinson, of St. Oswald Street, Manchester, are known to photographers all the world over as makers of the celebrated "Jaynay" photographic accessories. At their well equipped works many thousands of printing-frames are turned out every week. The patent "Jaynay" printing-frame is the only reliable frame on the market, a simple contrivance absolutely preventing any slipping of the paper. The standard pattern is much superior to the usual American style, but the patent device can also be applied to that style also. Another speciality is the patent "Jaynay" Quickset Camera Stand. It is made entirely of hard wood, strongly bound with pressed metal caps, and for strength and reliability is immensely superior to the usual metal telescopic stand, which so often shuts up when not wanted.

Among other articles that this firm makes is their "Jaynay" squeegee, of which the handle is always fast and rigid, fitted to a steel frame and cranked so that it is easy to use. It is the leading pattern on the English market. Firms in Canada who can handle these goods should send for explanatory catalogue, etc. The neat and useful "Notions" made by this firm are sure to find a ready sale in Canada.

Merchants and Manufacturers—*Continued.*

Messrs. E. R. FUCK & SONS.

Messrs. E. R. Buck and Sons, the well-known firm of athletic outfitters, are the proprietors of the "Bukta," a brand of athletic clothing which has won for itself a very high reputation for reliability in every respect. Only the best workmanship is used in manufacturing the articles, and all materials are of proved reliability. Messrs. Buck have recently removed to larger premises at 53, Dale Street, in which they are now settled. The increased space is very considerable, but is fully used by their rapidly growing business. Their ranges of football jerseys and shirts are very extensive and include the newest styles and designs. Boy Scout outfits, an illustration of which is given herewith, are a line in which the firm specialise, and they have secured a very great success in this branch, their list of accessories comprising everything, from shoulder knots and lanyards to Scout compasses and all canteen requisites. They have prepared an illustrated list, which they will send on application.

L. R. STANTON.

Canada has long been designated "The Land of Opportunity"; it has also been called "The Land of Fortune"; both these terms are true. Hundreds of thousands of emigrants have made homes there, and the greater number have made fortunes on a small or large scale. The Englishman, the Scotchman, and the Irishman does not go out in sufficiently large numbers, however. He allows the American and the Continental peoples to secure the bulk of the free lands and cheap lands, just as the British manufacturer allows his American and Continental rival to secure the bulk of the Canadian trade, which is increasing by leaps and bounds. A few of the more enterprising manufacturers visit Canada for themselves, and are now reaping the benefit. More should go; it will pay them to do so. The cost is not great, and a business visit may become a beneficial and interesting holiday as well. Any gentleman who may think such a visit worth consideration cannot do better than make all his arrangements through Mr. L. R. Stanton, of 12, Cross Street, Manchester (and also of Oldham, Ashton, Stockport, etc.), who represents all the steamship lines running to Canada and the United States, and has through bookings on all the Canadian railways.

Messrs. J. WINTER.

This widely known firm of jewellers, founded in 1885, is now located in a large double-fronted shop which contains one of the finest and most valuable stocks of its kind in the country. Mr. Winter's wares, which he selects most carefully from the very best sources, are of a high-class description. The various articles dealt with are displayed in excellent taste, not only in the window, but also in the show cases that surround the interior of the shop and show rooms. A large variety of gold and silver watches, with all the latest improvements, is comprised in the extensive stock kept, as are also a large selection of very fine marble, old and new, grandfather's and other clocks, bronzes, etc., exhibited in the show rooms. The stock of jewellery comprises wedding, dress, and engagement rings, the latter including several beautiful designs in diamonds, rubies, and sapphires, and alberts, guards, scarf-pins, necklets, lockets, bangles, and brooches. There is also a good assortment of solid silver and electroplated goods, eyeglasses, spectacles, opera and field glasses, barometers, thermometers and numerous articles of fancy descriptions, such as cigar and cigarette cases, ladies' and gentlemen's dressing cases, sewing sets, pocket wallets, ladies' satchels, walking sticks.

Messrs. JOHN DENTON.

The firm of John Denton, Burnley and Bristol Wagon Depôt, Whitworth Street West, Manchester, are widely known as the makers of carts of every description and for any purpose. They claim to have the largest stock in the country of farm carts, coal carts, lorries (light and heavy), in addition to milk floats, brewers' floats, vans of all kinds, and trucks in innumerable varieties. From a recently issued catalogue, we have no doubt as to the firm's capability to supply the best possible carts, floats, or lorries in every conceivable shape and pattern. In buying from Messrs. Denton there is always the satisfaction of knowing that their goods are perfectly sound and reliable—a remark which applies not only to lorries, floats, carts, and governess cars in all varieties, but also with equal force to trucks, barrows, and vans, all of which are strongly made and well finished. For farmers and contractors of all classes, Denton's carts are practically invaluable, and in those numerous instances where they are employed have given every satisfaction.

Messrs. W. W. JONES, DOOLY & CO.

Messrs. W. W. Jones, Dooly, and Co., of 38, Victoria Buildings, Manchester, are probably already familiar to most Canadians as a firm of freight and shipping agents doing a large import and export business with the Dominion. They quote through notes to or from any part of the world, and, having offices in London, Liverpool, Manchester, and Bradford, are in a position to secure the most advantageous rates on the market. It may also be of interest to Canadians to know that this firm do a very considerable warehousing business, receiving goods in bulk and despatching in smaller consignments according to instructions. At their Manchester branch they also undertake the storage and export examination of tinned goods, with which they deal in very large quantities.

Messrs. WORSNOP & CO., Limited.

To motor-car owners all over the world Messrs. Worsnop and Co., Ltd., are familiar as the makers of motor lamps and other accessories. The firm is, indeed, the oldest and largest of its kind in Great Britain, and the "Worsnop" lamps which it manufactures have many unique features. Every lamp is fitted with a purifying chamber, filled with a filter mixture, which extracts all dust and phosphate of hydrogen from the gas, so that it is not liable to choke the burner. In each lamp the generator is made of a metal that is not affected by the chemicals in the gas; and a further advantage is that the reflector is made parabole to such a degree that it is not easily sent out of truth, as in those lamps with a short focus. The most recent patent of Messrs. Worsnop is Acetyloid gas, which in many ways is a great advance upon ordinary carbide and acetylene. It is claimed, in fact, that the Acetyloid system has the advantages of dissolved acetylene at one-fifth the cost, while a far greater factor of safety is obtained.

Messrs. JACKSONS, Limited.

Messrs. Jacksons, of Victoria Works, Stockport, are among the largest manufacturers of boots in this country. Their goods, which are sold at the uniform price of 10s. 6d., are well known wherever there is a demand for footgear of high quality. Messrs. Jacksons claim that their boots are manufactured of the best material consistent with the modest price they charge, and challenge comparison as to value and appearance with any others turned out of either British or American workshops. They despatch their goods abroad per C.O.D. service.

Messrs. NORMAN CROSSLAND & CO.

Messrs. Norman Crossland and Co., automobile engineers, of Manchester, N., are agents for such well-known makes of cars as the Daimler, Calthorpe, and Darracq. They are factors for every kind of motor accessory, and are anxious to do business with the Dominion. They invite correspondence from Canadian traders.

The QUEEN'S HOTEL.

The Queen's Hotel commands the finest position in the city. It has a large open space in front, and is situated within a few minutes' walk of the four principal railway stations, the General Post and Telegraph Offices, the Royal Exchange, Law Courts, and the chief shipping and wholesale houses of business. It is the oldest principal hotel in the North of England, and, under the able management of Mr. George Hillmer, is kept thoroughly up to date in every respect.

Canadians contemplating visiting Manchester are reminded that the Queen's is largely used by American and Canadian merchants, the hotel being the headquarters of the Lancashire, Yorkshire, and Derbyshire Cotton Spinners.

The public rooms comprise two coffee-rooms, an elegant ladies' drawing-room, and gentlemen's reading, writing, smoking, and billiard rooms, all on the ground floor.

The ALBION HOTEL.

Situated at the corner of Piccadilly and Oldham Street, the Albion Hotel occupies one of the most central and convenient positions in Manchester. It is within easy reach of all the places in or about the city to which a visitor could possibly have occasion to go, while two or three minutes' walk distant are the Royal Exchange, the principal public offices, and the theatres and other places of amusement.

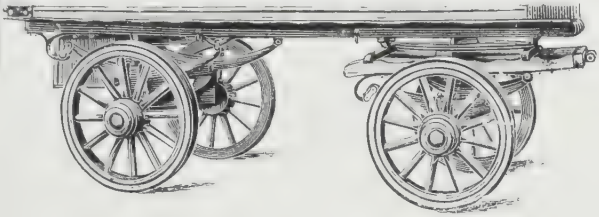
Throughout the hotel, the arrangements are of the most modern design. The public rooms including dining, reading, billiard, and smoke rooms are situated on the ground floor, which, it should be mentioned, has been entirely redecorated in accordance with modern tastes and requirements, and now affords many conveniences which undoubtedly promote the comfort of visitors.

In the matter of cuisine every endeavour has been made to place the hotel in the forefront, while, at the same time retaining a moderate tariff. Under the enterprising management of Mr. F. G. Groenert this has been accomplished; while an easy scale of inclusive charges has been arranged for the benefit of visitors staying not less than four days.

BUXTON HYDRO, BUXTON.

For an ideal holiday the Peak District would be difficult to surpass. The delightful walks amongst lovely scenery, and splendid daily coaching tours, make Buxton the centre of the district, and many business men who need rest and recreation will doubtless pay a visit to this famous health resort. Those visiting Buxton who desire a really comfortable place to stay at cannot do better than patronise the Buxton Hydro, which has been open for more than thirty years, during which time it has enjoyed a very high reputation. The whole place is sumptuously appointed on entirely modern lines for the comfort and convenience of visitors. There are 260 rooms including drawing room, well ventilated dining rooms, smoke room, billiard room (two tables), and a spacious lounge. There is a magnificent ballroom (the floor being laid on springs), and dances are held on each Saturday during the year. The Hydro Orchestra plays during each afternoon and evening; in fact, visitors need not leave the Hydro in search of amusement, as every evening without exception there is some entertainment arranged. The cuisine is excellent. The illustrated tariff can be obtained on application to the manager.

JOHN DENTON, The Bristol and Beverley Wagon Depôt,



WHITWORTH STREET WEST,
OXFORD ROAD, MANCHESTER, ENG.

CARTS, LURRIES, LUGGAGE FLOATS,
2 and 4-WHEELED VANS,
BUILDERS' and CONTRACTORS' CARTS,
HAND CARTS, HAND VANS, SACK TRUCKS,
BARROWS, &c., &c.

PRICE LISTS FREE.

CANADA AND OPPORTUNITY
ARE SYNONYMOUS TERMS.

The Manufacturer will find unlimited opportunities for trade development. **The Individual** will find unlimited opportunities to improve his position. **The Capitalist** will find unlimited opportunities of investment in land and business.

VISIT CANADA AND SEE FOR YOURSELF.
Magnificent Scenery. Unrivalled Bracing Climate.

L. R. STANTON WILL QUOTE TERMS FOR TOURS.
WRITE TO OR CALL AT STANTON'S TOURIST OFFICES:
12, Cross Street, Manchester. | *112, Union Street, Oldham.*
46, Warrington Street, Ashton. | *9, Tiviot Dale, Stockport.*
Conducted Tours to London (for the Japan-British Exhibition).
" " Paris, Brussels (for the Exhibition, &c.).
Programmes Free per Mail.
Steamship Tickets Issued Everywhere.

NORMAN CROSSLAND & CO.,
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Official Agents for—
DAIMLER,
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and
DARRACQ CARS

EVERY MOTOR ACCESSORY.

MANCHESTER, N.

The ALBION HOTEL, Piccadilly, **Manchester**
THE MOST CENTRAL IN THE CITY.
Refurnished and Re-decorated throughout. New Extension—18 Rooms and Electric Luggage Lift
For Families and Gentlemen. Popular Restaurant amd Grill at **London City Prices.**
Banquets and Private Dinners a speciality. *100 Bed, Sitting, and Stock Rooms.*
Masonic Room, Buffet, and Grand Marble Hall.
Concerts, Balls, &c. Highest class Cuisine and Wines.
Telegrams: "Albion Hotel."
Telephone 3 lines. Private Branch Exchange.
F. G. GROENERT, *Manager.*

W. W. JONES, DOOLY & CO.,
Freight & Shipping Agents.
THROUGH RATES QUOTED TO AND FROM ALL POINTS
WAREHOUSING. MARINE INSURANCE.
MANCHESTER: 38, Victoria Buildings.
Also at LIVERPOOL, LONDON, BRADFORD.

WORSNOP & Co. Ltd.

Lamp = = = Manufacturers

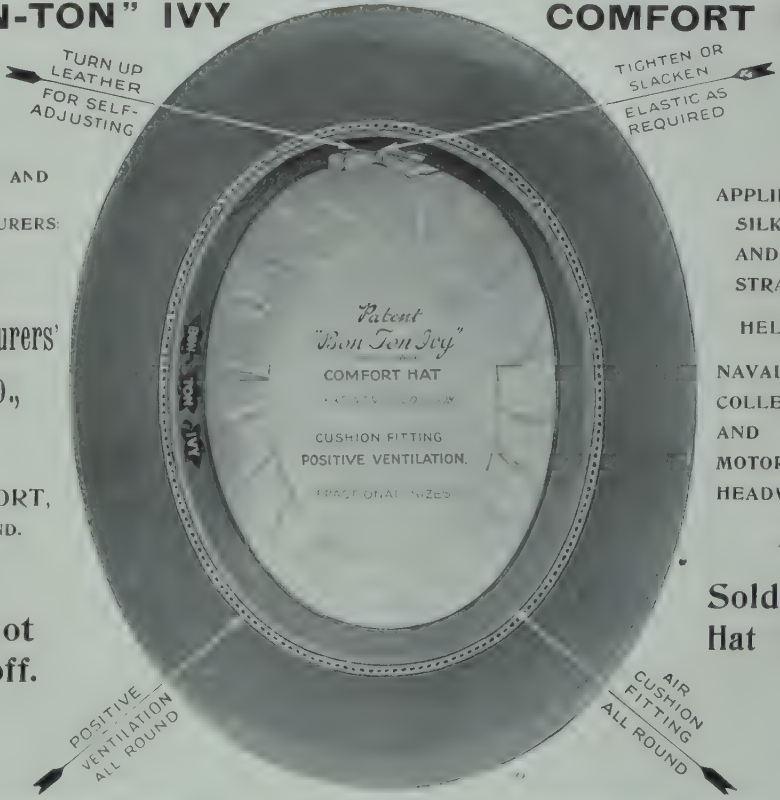
HALIFAX, ENGLAND.

Mr. C. H. Worsnop, Managing Director of Messrs. Worsnop & Co., Ltd., of Halifax, Yorkshire, who are the largest and oldest Motor Lamp Manufacturers in Great Britain, intends visiting Canada in the Spring of 1910 and calling on the leading Wholesale Houses between the East and West Coasts.

His mission will be to introduce new and leading lines in Motor Lamps and Motor Accessories. He will also show for the first time a new domestic lamp to burn air-gas, which gives a better light at less cost than any other known lamp.

Messrs. Worsnop are large makers of Petroleum and Acetylene Lamps for motor and domestic use, and everything appertaining to the lighting trade; also of every kind Aluminium Ware. *Communication invited.*

"BON-TON" IVY COMFORT HAT.


TURN UP LEATHER FOR SELF-ADJUSTING
TIGHTEN OR SLACKEN ELASTIC AS REQUIRED
BON-TON-IVY
Patent "Bon Ton Ivy" COMFORT HAT
CUSHION FITTING
POSITIVE VENTILATION.
FRACTIONAL SIZES
POSITIVE VENTILATION ALL ROUND
AIR CUSHION FITTING ALL ROUND

PATENTEES AND SOLE . . . MANUFACTURERS:

The Hat Manufacturers' Supply Co., Ltd.,

STOCKPORT, ENGLAND.

Will not blow off.

APPLIED TO SILK, FELT, AND STRAW HATS.

HELMETS.

NAVAL COLLEGE AND MOTOR HEADWEAR.

Sold at all Hat Stores.

BOY SCOUT OUTFITS

WHOLESALE MANUFACTURERS
SHIRTS
HATS
KNICKERS
NECKERCHIEFS
HOSE
HAVERSACKS

ILLUSTRATED LIST MAIL FREE

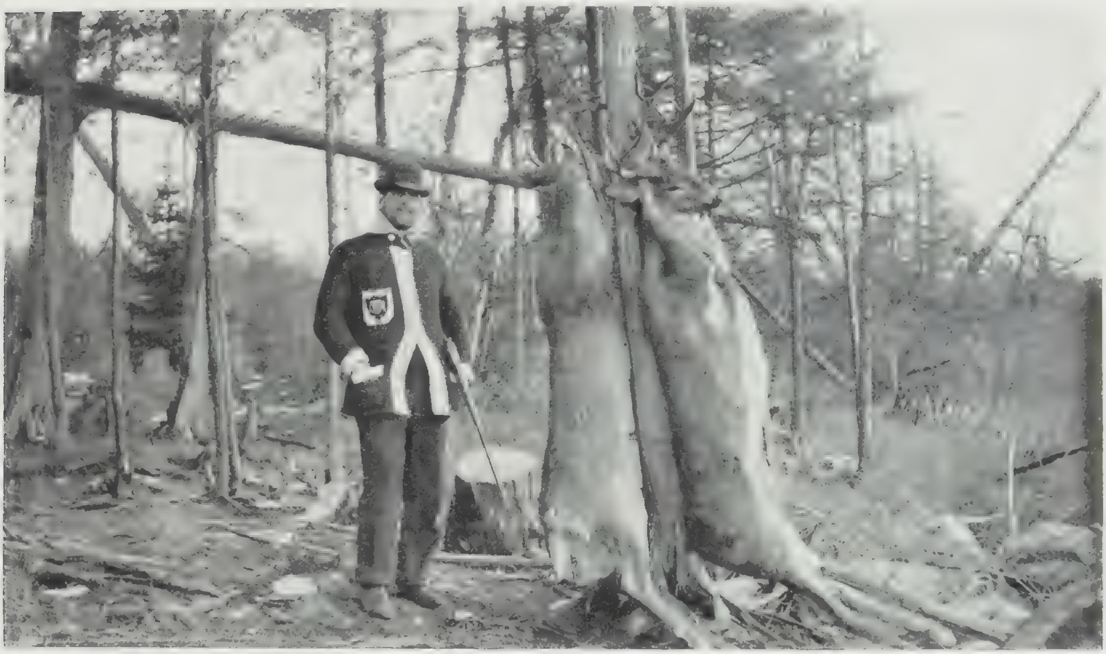
OFFICIAL CLOTHING
SWEATERS
WATER BOTTLES
LANYARDS
BILLY CANS
WHISTLES
PATROL FLAGS

E. R. BUCK & SONS 53, DALE ST. MANCHESTER

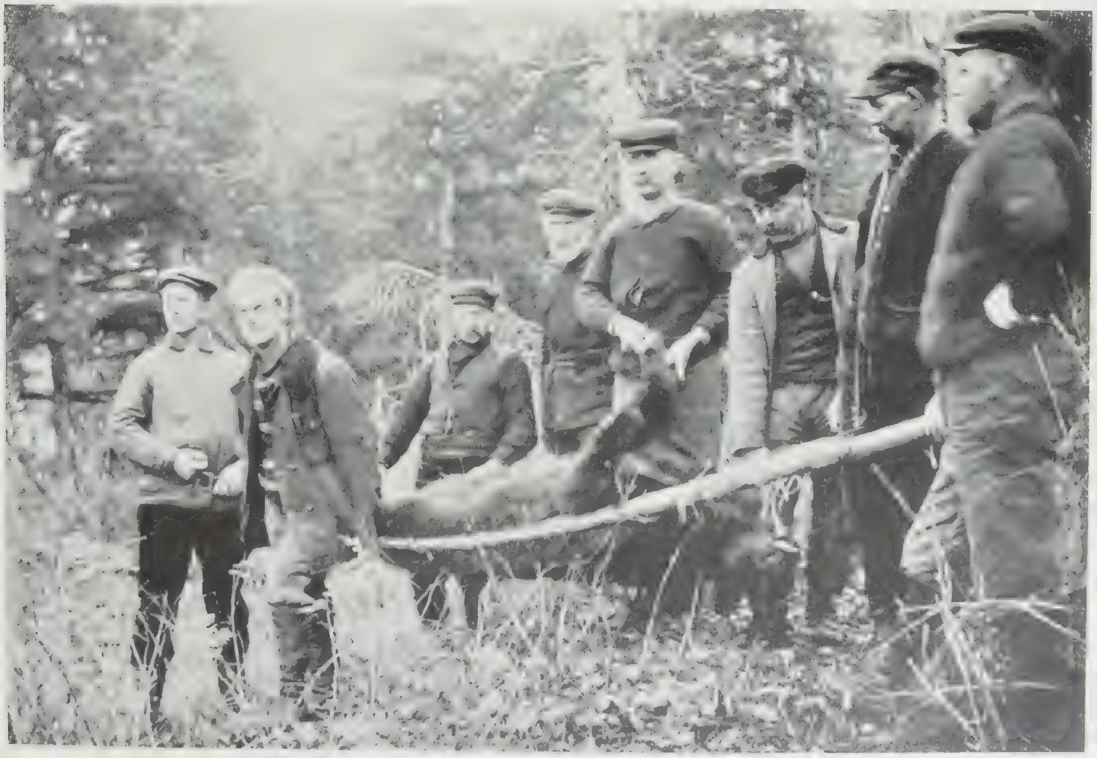
CANADA

No. 219. SATURDAY, MARCH 19, 1910. Vol. XVII. 6D. WEEKLY.

SPORT IN ONTARIO.



MR. "LOU" F. SCHOLES, WHO ONCE WON THE DIAMOND SCULLS AT HENLEY, AND TWO OF HIS HUNTING TROPHIES.



GAME IN THE MATTAWAN DISTRICT: BRINGING IN A BEAR.

Photos by] [W. B. Colcock

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
YUKON
MACKENZIE
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
KEEWATIN
UNGAVA
LABRADOR
QUEBEC
ONTARIO
OTTAWA
NEW BRUNSWICK
NOVA SCOTIA
UNITED STATES
MONTREAL

NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

Price 6d. or 15 cents. Annual Subscription, 29s. or $7.

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Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

CANADA AND THE EMPIRE.

THE remarkable patriotic demonstration in the Dominion Parliament on the eve of the second reading of the Navy Bill was an index of the spirit in which the question has been received by all parties. Where they have differed has been merely in regard to what form Canada's contribution towards the naval defence of the Empire should take; with negligible exceptions, they have been at one with regard to the duty of the Dominion in the matter. The various views that have been expressed during the debates are merely indicative of the difference in attitude with which leading Canadian statesmen have approached the question. It all resolves into a difference as to whether Imperial or national needs are to take precedence as the best road leading to Imperial greatness.

Sir Frederick Borden has frankly proclaimed himself for "Canada First." Sir Wilfrid Laurier has expressed himself to the same effect. "I do not," he said, "pretend to be an Imperialist. Neither do I pretend to be an anti-Imperialist. I am a Canadian first, last, and all the time. I am a British subject by birth, by tradition, by conviction, by the conviction that under British institutions my native land has found a measure of security and freedom which it could not have found under any other régime." And he claimed for his policy that it was alike an expression of that double opinion, and was "in better keeping with the true spirit upon which the British Empire was founded, upon which it exists, and upon which it only can continue to exist." Similarly, Judge Longley, of Halifax, has been insisting on the necessity of developing a national consciousness" "a national spirit fitted to cope with and make the most of our great destiny."

It is of good augury that those who have, as it were, got hold of the stick by the other end, have been emphasising the fact—of which many are apt to lose sight—that the two views are not really incompatible. Thus we have had Principal Peterson, of McGill University—for whom Imperialism means "Simply the aspiration that the Empire might be enabled to hold together in all coming time"—dwelling on the responsibilities of nationhood in a partnership of free States, and pointing out that "the true Imperialism is in no way inconsistent with national aims and national aspiration." Earl Grey has undeservedly been taken to task by certain hypersensitive critics for giving expression to similar sentiments in an address he gave at Quebec a little less than two months ago. "If by Imperialism," he declared, "we are to understand the greatness of the Empire, fortified by all legitimate means, then I am an Imperialist. If, on the other hand, you are asked to see in this idea a menace to the autonomy of the Oversea Dominions, I repel this insinuation, this evil-disposed interpretation of my sentiments." And he added: "The true Imperialism is that which maintains the autonomy of the different possessions composing the Empire."

That is one of the principles upon which Sir Pieter Bam has founded his scheme for a really Imperial Parliament, to which we drew attention a fortnight ago, and on behalf of which he himself makes an appeal to the sympathy of Canadians in our correspondence columns this week. The other is that touched upon by Professor Caldwell, of McGill University, in his article on "England and the Empire," in the *National Review*, that the Imperial defence and other movements imply Imperial representation. Sir Pieter Bam's position is the same as Professor Caldwell's—that, in the words of the latter, "Empire unification is a matter that is altogether greater than party politics, either at home or overseas, and that further unification of interests and of general policy is the surest way not only to Empire maintenance, but to a rebirth of national energy in Great Britain, and to an elevation of the entire tone of political and social life both in Great Britain and in the Colonies." We confidently commend Sir Pieter's proposal to our readers in the Mother Country and Canada alike, as being, whatever their racial ancestry or the side from which they approach the Imperial problem, "all Britishers, and all very anxious to link the Mother Country and the Colonies closer together."

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CANADA'S EXPANSION.

WITH regard to both population and development of her natural resources, Canada's expansion is remarkable. Whereas the census of 1901 showed the population to be approximately five millions, the Hon. Sydney Fisher estimates that next year it will prove to be eight millions, an increase of 50 per cent. in the ten years. Not only this, but the Minister of Agriculture believes that in the course of the next generation the population will be doubled and trebled "which will mean that America will be sending her best blood to Canada, as we did in the early day of the United States' history." Mr. W. D. Scott, Commissioner of Immigration, estimates the number of settlers from the United States this year at 150,000. The

January homestead figures indicate that this calculation is likely to be realised. Of the 2,698 entries rather more than twice the number for 1909 956 were made by Americans, 661 by, Canadians, 331 by Englishmen, 97 by Scotsmen, and 29 by Irishmen. The only thing to be regretted, from an Imperial point of view, is that British homesteaders are so much in the minority. Consolation, however, is not altogether awanting. "The most desirable homesteaders," remarks the Toronto *Globe*, "are those from other parts of Canada, because they are already accustomed to our political and municipal institutions. Next to them are the Americans, who are familiar with an institutional organisation and environment closely resembling our own. British immigrants are always welcome if they come with sufficient means to make a start for themselves. Generally speaking, those European foreigners who come of their own accord are of a good type, and they turn out well."

The cultivated area of Canada is broadening in keeping with the demands made upon it by these increases in population. The Dominion has left the day far behind when it could be said, as was done by the Hon. W. Paterson, in justifying the new Transcontinental line, that Canada was but the width of the Canadian Pacific Railway tracks perched on a cliff above Superior. As it has been well put, every year the map is unrolled a few miles farther towards the Pole; and each new belt furnishes fresh proof of the vast extent of fertile acres Canada possesses even in these northern latitudes. The coming establishment of an experimental farm at Grand Prairie, 250 miles north of Edmonton, is another indication of the Dominion Government's determination to keep pace with future claims upon their resourcefulness. The problem of transportation is being tackled with equal determination. "Until Canada has a population of 50 millions," declared the Hon. G. P. Graham, Minister of Railways and Canals, the other day, "the time for aiding her railways will not be ended." A record of $750,000,000 spent on railways and $100,000,000 on canals is one of which a country of Canada's population may well be proud And it is only in keeping with other big schemes of expansion in hand.

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NOTES OF THE WEEK.

The Cost of Living.

Recently, in speaking of the cost of living in Canada, we had occasion to point out that the prices of commodities varied according to local conditions. This fact has been strikingly brought out by the table compiled by the Labour Department at Ottawa, giving in cents the prices of foodstuffs in daily use. The figures speak for themselves:—

Cities.	Sirloin Steak.	Veal Fore-qr.	Bacon.	Mutton.	Lard.	Eggs.	Milk, qt.	Dairy butter.	Potatoes, bag.
Halifax	20	10	22	15	20	40	8	28	83
Charlottetown	15	—	15	12	18	30	5	23	60
St John	22	7	22	14	18	40	7	28	1.00
Montreal	15	9	18	15	18	35	8	28	70
Ottawa..........	15	10	22	15	19	60	8	25	55
Kingston	12½	9	20	10	18	45	6	23	40
Toronto	20	8	22	15	18	50	8	24	70
Hamilton	15	11	23	9	18	45	7	30	75
Woodstock ...	18	10	22	10	20	35	6	28	85
London	18	15	22	15	19	35	6	27	60
Port Arthur	18	15	22½	15	15	55	10	30	1.00
Winnipeg	18	6	25	6	22	60	10	27½	1.05
Calgary	15	10	20	12½	20	60	10	25	1.40
Vancouver ...	20	11	25	11	22	55	10	30	1.25
Victoria.........	20	12½	30	12½	21½	45	12	31	1.25

Another phase of the question upon which we have more than once laid stress is dealt with by Professor Adam Shortt, Chairman of the Canadian Civil Service Commission, in an article in *Industrial Canada*. It is not approached from the same side as it has so frequently been in these columns, Professor Shortt being more concerned with its national economic aspect; but one feature is conspicuous throughout the survey. Whether or not high wages and high prices are, as he contends, "quite unnecessary elements of true welfare and business success," the parallel between them cannot be lost sight of, as it too often is by those seeking to disparage the conditions of life in Canada. "It is found, as a rule," remarks Professor Shortt, "that prices reflect the increase in the wages of the labour employed on them and the profits of the middlemen who handle them." While within the past decade "most of the staple articles of food, and also fuel and house rent, have gone up from 25 to 50 per cent," much in the same way as they have done in other countries, wages in most lines have "increased from 25 to 60 per cent., with a few above and below these rates—a phenomenon certainly not experienced in the Mother Country, at any rate." That is precisely the point upon which we have insisted all along. It has always to be remembered in discussing such a question that the great mass of the people are producers and wage-earners as well as consumers and price-payers.

* * *

Canada and the West Indies.

While the attitude of the United States towards Canada remains uncertain, the Royal Commission on trade relations between the Dominion and the West Indies has concluded the taking of evidence in the islands, and the members are now returning to London, where several other witnesses will be heard. What their report will be it is, of course, too early to conjecture. There is, however, no doubt as to the main facts of the situation. Jamaica and one or two of the other islands may be prejudiced against entering into closer relationship with Canada, owing to a fear of reprisals on the part of the United States, their principal customer for fruit. It has been shown, however, that otherwise there exists a distinct feeling that there is room for a preferential arrangement between Canada, the West Indies, and British Guiana. The preference Canada at present grants to British-grown sugar has resulted in resuscitating the industry in more than one of the islands, after it had practically died down. No less than 74 per cent. of the raw sugar they export goes to Canada. One of the difficulties to be contended with is that there is no uniform tariff for the West Indies, each island having a scale of its own, and a reconciliation of their often-conflicting interests would be no easy matter. However, there is good reason to hope that at least an improved subsidised steamship service between Canada, Newfoundland, and the West Indies will be the outcome of the inquiry conducted by Lord Balfour's Commission, if nothing more satisfactory results.

* * *

The Future of the Canadian West.

The few terse sentences uttered by Mr. C. M. Hays at Newcastle-on-Tyne last week, after the launch of the *Prince George* gave a vivid impression of the rapidity of the growth of the existing ports of Western Canada, and the future which lies before Prince Rupert, the Pacific coast terminus of the Transcontinental Grand Trunk Pacific Railway, which is situated over 500 miles nearer the great markets of Japan and China than its principal southern neighbour. That Vancouver has grown from a town of under 14,000 inhabitants to one of nearly 100,000 during the last eighteen years, while Victoria has also enjoyed substantial growth, fully justifies the optimism of the President of the Grand Trunk Pacific Railway in regard to the northern port. The average Briton is so accustomed to hear the Canadian West mainly "boomed" as a grain-growing area that he is apt to forget its wealth in mineral resources. Within 150 miles of Prince Rupert there are coal deposits sufficient to supply the world for many decades. The great successors of the s.s. *Prince Rupert* and *Prince George* will be built on the shores of the Pacific coast, and at no distant date. Mr. Hays, who is not identified with any political party in Canada, reminded British statesmen that all the bread eaten in the United Kingdom can be supplied from Canada in a very few years—how few, indeed, only depends upon whether the Dominion is to have some preference over rival foreign grain-growing countries, such as Russia and Argentina. Preference or no preference, the Dominion will assuredly go on growing to an extent few Britons yet realise, no matter what indifference may be shown in the Mother Country to the great Imperial ideas which centre round the completion of the "All-Red" route, and all that it implies.

* * *

Canada's Forest Wealth.

Not least among Canada's great natural riches is her forest wealth; and it is a welcome sign that the necessity for safeguarding it is beginning to be realised. Good service is being done in creating a healthy public opinion on the subject in the Dominion by the Hon. Clifford Sifton, the chairman of the recently appointed Conservation Commission, and various other prominent experts. A timely warning was uttered by Mr. W. C. J. Hall, Superintendent of the Quebec Bureau of Forestry, in an address to the Canadian Forestry Association at Fredericton, N.B. If the forests were protected, he pointed out, they would have water-power, lumber trade, profitable agriculture, and fish and game; but if they were not protected they could only look for a serious shrinkage in all these natural assets and the extinction of some of them. Practical examples of this, as he remarked, are to be found in the Eastern townships; and there is little doubt that unless adequate protection is provided against reckless deforestation on the one hand and ravages by fire on the other, the same unhappy consequence will be experienced elsewhere. As Mr. Sifton, on his part, has been pointing out at Halifax, the people of Canada have little accurate knowledge of their vast forest wealth or they would realise the necessity for looking after it better. According to Mr. Sifton, the north of British Columbia contains the finest lumber in the Dominion. An article by an expert on the Pacific Province's timber trade, which should bring that fact home to our readers, especially those interested in investments, will appear in our next issue.

* * *

The Canadian Fur Trade.

In keeping with expectations, the Hudson's Bay Company's annual fur sale in London (of which details are given elsewhere) has shown marked increases in price for the leading varieties. At first sight this may be regarded as a satisfactory feature from the standpoint of Canadian trade; but this is not altogether the case. High prices are apt to cause a reaction in demand. Indeed, there are signs on both sides of the Atlantic, as it is, that furs are not being so much worn by people of moderate means. Be this as it may, the desirability of looking better after the Canadian fur trade is patent. If the breeding and protection of fur-bearing animals in suitable areas were systematically gone about, there is little doubt but that a revival would be witnessed which would be of far-reaching effect. Large tracts of forests for instance, in Northern Ontario—are available for stocking; and the result of the protection of the beavers in the Algonquin National Park gives some idea of what can be done in this respect. The Bill brought forward in the Ontario Legislature by Mr. W. H. Hoyle, the member for North Ontario, for the extension of the close season for fur-bearing animals and the establishment of closed areas, is undoubtedly a step in the right direction.

* * *

Child "Slavery" in Canada. The Canadian emigration authorities have succeeded in nailing to the counter another lie relating to the Dominion. A William A. Barratt, writing from Post Office Box 211, Perth, Ontario, made, in the *Nottinghamshire Guardian*, a series of grave allegations concerning the treatment of children sent out to Canada from training homes in England. The statements were at once forwarded to Canada by Mr. J. Obed Smith, the Assistant Superintendent of Emigration, for official investigation, and the result has been to dispose completely and specifically of the several charges made, and incidentally to bring to light a few interesting details regarding the career of the writer of the letter. It is not surprising to learn that the conclusion arrived at regarding him was that "his statements were totally unreliable, and his only motive was a desire for notoriety." "The one feature of which Canadians are proud," points out Mr. Obed Smith, "is the specific, individual, frequent, and complete system of inspection of every immigrant child in the Dominion. Such things as Mr. Barratt alleges could not have happened without their being known immediately to the Government inspectors of immigrant children, who are travelling the Dominion from day to day all the year through, and who give no notice of any time when they may appear to inspect the boys and girls apart from their employers. Were it otherwise, the commendation of British Government officials could not have been secured." The emigration authorities are to be congratulated on the prompt action they have once more taken in vindication of Canada's good name.

* * *

Bristol Enterprize Rewarded. The energy and enterprise of the Bristol and Avonmouth Dock Corporation and the Great Western Railway Company have been fittingly rewarded by the selection of the ancient seaport as the terminus of the Royal Steamship Company. Both the Canadian Pacific Company and the Dominion Steamship Company have operated a regular line of large freight vessels from Avonmouth to Canadian ports for some years, but the introduction of such vessels as the *Royal Edward* and the *Royal George* to the route promises to bring London in closer touch with the capital of Canada by several hours than is at present possible by any other line. The Canadian Northern Railway and the Great Western Railway should prove good working partners in furnishing the necessary land connection for this improved Trans-Atlantic passenger service. The association of Bristol with the North American Continent dates back to the successful voyage of discovery undertaken by Sebastian Cabot in 1497, and its fame as a seaport was established long before the celebrated steamship *Great Western* entered the harbour and broke the first Atlantic record.

A return tabled in the Dominion House of Commons shows that the amount received by the Finance Minister under the Land Titles Act last year was $183,654 made up as follows:—Saskatchewan, $105,944; Alberta, $72.811; Yukon. $4.890. The fund was treated in a similar manner as deposits in Government savings banks. The amount of interest accrued from the fund was $33,946. as follows:—Saskatchewan, $19,676; Alberta, $13,342; Yukon, $928.

The Americans are taking a very keen interest in Canada's development just now. Five of six articles on "Understanding Canada," appearing in the *Minneapolis Journal*, the leading newspaper of the North-Western States, are from the pen of Mr. Arthur Hawkes, of the Canadian Northern Railway. Mr. Hawkes' address in Louisville last August on "The Nation that Advertised" has led to requests for lectures on similar lines at St. Louis, Des Moines, Minneapolis, Dallas, Topeka, Sioux City, Waterloo, Madison, and Chicago -in the last two instances in connection with Universities.

NOTICE TO OUR READERS.

CHANGE OF ADDRESS.

On and after Monday, March 21st, the address of "Canada" will be:

"CANADA" NEWSPAPER CO.,
Kingsway House, Kingsway,
London, W.C.

NAVY BILL READ A SECOND TIME.

Remarkable Demonstration in Dominion Parliament.

The Dominion Parliament has finally accepted the naval policy of the Government. Mr. Borden's amendment to provide the cost of two *Dreadnoughts* was rejected by 129 votes to 74. Mr. Monk, with five other French Conservatives, and Mr. Clare, a German-Canadian representing South Waterloo, in Ontario, voted against it. Mr. Monk's amendment, opposing naval expenditure and advocating a plébiscite, was supported by five French Conservatives, two English-speaking Conservatives from Quebec, seven from Ontario, one each from Nova Scotia and Alberta, and a Labour-Liberal member from Montreal. The divisions (says the *Times* Toronto correspondent) were marked by much loud noise and confusion. First the House sang "O Canada." This was followed by "God Save the King," started by the Conservative members, and heartily taken up by the Liberals, while the spectators in the gallery rose to their feet. Then followed cheers for Sir Wilfrid Laurier and cheers for Mr. Borden, in which all the Conservatives joined except Mr. Monk. Later, at the adjournment of the House, members again sang the National Anthem. In the interval other songs were sung, and there was much shouting and some disorder.

The second reading of the Government's Bill was carried by 119 votes to 78, after an Opposition motion to postpone it for six months had been defeated by the same vote. It is expected to receive the Viceregal sanction before the middle of May.

NEWS BY CABLE.

Newfoundland Ministers at Grand Falls.

Sir Edward Morris, the Newfoundland Premier, accompanied by Ministers and prominent members of both Houses of the Legislature, have inspected the *Daily Mail* paper mills at Grand Falls and the town, which has been built for the employees at the mills by the Anglo-Newfoundland Development Company. The party numbered thirty-four, and all were enthusiastic over the advantages to the whole colony which the success of the enterprise represents. Sir Edward Morris said he regarded it as conclusive evidence of the commercial value of the colony's forest resources, and as assuring a permanent industry of immense magnitude to assist in developing the colony's other resources.

Tariff War Feared.

There is increasing apprehension that Canada will come under the *maximum* American tariff rates (says the *Times* Toronto correspondent). The whole difficulty arises over the treaty with France, which is held at Washington to involve undue discrimination against the United States. As under the favoured-nation treaties the terms given by Canada to France extend to Spain, Austria, and other countries it is said that this leaves the President no option but to penalise the Dominion. He is adverse from a trade war and is eager for some means of concession from Ottawa through which he can give Canada *minimum* tariff rates. Sir Wilfrid Laurier is also much concerned at the situation, but many of his supporters are opposed to any concessions. The effect of a commercial war on the lumber interest will be serious. Many farmers are disturbed at the prospects of higher American duties. In the West, where the low tariff sentiment is strong, higher duties will be deplored. The railways will be affected by an increase of the coal duties. If a Canadian surtax is proclaimed there will be an immense dislocation of trade and a serious situation for the Government. Altogether it is doubtful whether people will feel that the French treaty is worth the price which Canada must pay for it.

CANADIAN NORTHERN RAILWAY CONSTRUCTION.

Statement by the President.

Mr. William Mackenzie, President of the Canadian Northern Railway, who arrived in London on Tuesday, in the course of an interview with a representative of the *Times*, made an interesting statement regarding construction work on the C.N.R. He said that in Ontario the line from Toronto eastward to Ottawa would be finished this autumn as far as Trenton, in the heart of the apple-growing district north of Lake Ontario. The line from Toronto in the opposite direction is makng good progress. On the Lake section, the "head of steel" is now about sixty miles beyond Sudbury, and there is already a large traffic in timber as well as iron. On the western prairie about 600 miles in all will be added this year to the company's numerous lines. The construction of the proposed main line from Edmonton to the Yellowhead Pass, a distance of about 240 miles, will be actively proceeded with. This year will also see the beginning of the new line of 500 miles across British Columbia, slanting down from the Yellowhead Pass to the city of Vancouver. In connection with this project a train ferry will be established from the mouth of the Fraser River to Victoria, the provincial capital on Vancouver Island. Mr. Mackenzie confidently expects that the long-hoped-for railway from the prairie to a port on Hudson Bay, opening up an entirely new ocean route between the Canadian North West and the British Isles, will be running within three years.

Speaking upon general matters, Mr. Mackenzie expressed very strong sympathy with the cause of Tariff Reform in the Mother Country. "Preference," he said, "is not so essential to the Colonies as it is to the Empire as a whole. The question is, in fact, whether we are to be an Empire or not. The present Imperial Parliament is too much occupied with local affairs. I should like to see each part of this kingdom with its local Legislature, as well as a central Parliament like our provincial Legislatures and Federal Parliament and, to crown all, a truly Imperial Parliament in which the whole Empire would be fully represented. There will not be the slightest difficulty in deciding what matters belong to the Imperial and what to the local authorities."

LABRADOR AND ITS PEOPLE*:

Dr. Grenfell's Confidence in the Future.

Dr. Grenfell has been well described as being, "in addition to preacher, teacher, healer, and general provider, practically 'Lord High-Everything Else' in Labrador It goes without saying that any book for which he is responsible dealing with "the land God gave to Cain," as Jacques Cartier called it for "there is not one cartload of earth on the whole of it"—presents a complete and accurate picture of it and its people. That is undoubtedly the case with the present volume, which treats of every phase of the subject. Dr. Grenfell himself has been collecting "such facts as my regular work permitted" for seventeen years, and he has embodied them in ten of the sixteen chapters that make up the book. These deal with the travelled routes to Labrador, its physiography, its people, its missions, its reindeer, its dogs, its cod, salmon, herring, and other fisheries, and its ocean mammals. For the rest, Mr. W. S. Wallace, of Balliol College, Oxford, contributes an historical introduction; Dr. Reginald A. Daly, of Boston, writes on the geology and scenery of the north-east coast; Dr. A. P. Low, Deputy Minister of Mines in Canada, on the interior; Dr. W. B. Cabot, of Boston, on the Indians; Dr C. W. Townsend, of Boston, on the birds; and Dr. E. B. Delabarre, of Brown University, on the flora; while in an appendix Miss Mary J. Rathbun, and Messrs. C. W. Johnson, John Sherman, junr., Outram Bangs, and G. M. Allen give additional information regarding the birds, insects, mammals, etc. It will thus be seen that the most authoritative information available has been brought together by Dr. Grenfell regarding the land and its people.

WHERE THE REINDEER GRAZE

Labrador, remarks Mr. Wallace, has not much history, for, so far as we know, it was first seen by European eyes in 986, and no one came to live on the coast until about 1700; but his chapter amply makes good his statement that "if the history of Labrador is deficient in quantity, it is marked by an infinite variety." For across the stage of these pages, as of the land itself, "there pass in succession the savage bands of the Eskimos, an earlier race than ours; the storm-driven 'dragons' of the Vikings; the early navigators, Venetian, Portugese, English; whalers and fishermen from the Basque Provinces, from France, from the West of England; French-Canadian *seigneurs* and *concessionaires* along the *Côte du Nord*; English settlers after 1673 above the Strait of Belle Isle (among them the strange figure of an English staff-officer); American privateers in 1778, French warships in 1796; the Hudson's Bay Company; Acadian refugees from the Magdalen Islands, and the devoted figures of the Moravian missionaries."

The remark made by Mr. A. S. Packard, the naturalist, in 1891, no longer holds good that "the Labrador Peninsula is less known than the Interior of Africa or the wastes of Siberia." Dr. Grenfell and his coadjutors have laid bare many of the secrets that then lay hid. The impression they give by pen and camera—the numerous photographs, two of which are here reproduced, are excellent—of the country and its inhabitants is entirely different from that most people have. Dr. Daly describes Labrador as "the land of charm, whether it be among the low, moss-covered islands of the south or on the superb mountains of the north." And Dr. Grenfell himself waxes eloquent over both the fiords—many of those north of Nain still unnamed and almost unknown—and the ever-changing glory of the atmosphere. "Colour is everywhere, with a gamut that few parts of the world can equal. From the hill-tops the land is a giant opal, changing in a million moods from the tenderest grey or blue, through vivid emerald or most royal purples, to the unsurpassed gold and reds of the long twilights and dawns." The idea that Labrador is continually wrapped in fog is entirely erroneous; as a matter of fact, it is almost left behind at the Strait of Belle Isle. The rainfall, again, is exceptionally small, and "the small amount of snow that falls in the eight winter months, which is at that time the rain of the country, is not sufficient to leave a permanent ice cap even on the highest peaks." In fact, "the climate of Labrador is not excelled anywhere in the world for its bracing and invigorating effect

Dr. Grenfell declares Labrador could easily carry a large and healthy population if the artificial conditions were improved. As it is the permanent population is decreasing steadily It is pronounced by no means a bad country to settle in, but it is handicapped by too little Government encouragement being given to people to live there. Industrial work like fishing and furring, for which the masters have to supply all gear, outfit, and provision at their own risk, could not be carried on if only Eskimo workmen were employed, for these are not able to persevere. Apart from them, the fishery as it exists in Labrador at the present day is confined practically to Newfoundlanders, Labrador settlers (or "livyeres," as they are called), Americans from Massachusetts and Maine, and a few Canadians from the Maritime Provinces. While the Canadian fishing vessels from the lower Provinces are fewer than twenty years ago, Americans from Maine are more numerous. The most important change that has of late years come over the fisheries has been the one most needed of all—the chance of obtaining remunerative work during the long winter, when the fishery is out of the question. Pulp and lumber mills and other industries now afford work for most of those who return south from Labrador before they "freeze in" for the winter, though in Labrador itself trapping fur-bearing animals is naturally the second string to the settler's bow.

With regard to the future of this vast area of nearly half a million square miles, Dr. Grenfell declares himself unreservedly an optimist. It is, he is convinced, only a question of time. "Some day a railway will come to export our stores of mineral wealth, to tap our sources of more than Niagaran power, to bring visitors to scenery of Norwegian quality yet made peculiarly attractive by the entrancing colour plays of Arctic auroras over the fantastic architecture of mountains the like of which can seldom be matched on the earth. Surely it will come to pass that one day another Atlantic City will rise amidst these unexplored but invigorating wilds to lure men and women tired of heat and exhausted by the nerve stress of overcrowded centres' If this is not the case, it will be through no fault of Dr. Grenfell's.

RAPIDS IN THE HAMILTON RIVER.

We have received from the British Schools of Commerce and Journalism a book of portraits and biographies entitled "The Five Men Who Have Made Shorthand What It Is." In addition, there are a few pages devoted to the McEwan method of shorthand writing, which does not, however, seem to us to be so effective as the better known "Pitman's."

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* "Labrador: The Country and the People." By Wilfred T. Grenfell, C.M.G., M.R.C.S., M.D. (Oxon), and Others. Illustrated. New York: The Macmillan Company. 10s. net.

CORRESPONDENCE.

The Editor welcomes expressions of opinion from correspondents upon all subjects of Canadian or Imperial interest. Letters should be written upon one side of the paper only, and should be as short as possible.

The views expressed by correspondents are not necessarily endorsed by the Editor.

WOLFE MEMORIAL FUND.

To the Editor of *Canada.*

SIR,—Some months ago an appeal was made for a comparatively small sum to enable us to erect a statue to the memory of General Wolfe at his birthplace. Although we are aware that there are many demands on the public purse at this time, we are convinced that not a few of our countrymen would be glad to offer to Wolfe's memory this long-deferred recognition.

We have raised some £600, over half what is required. May we venture, through your columns, to ask others who wish to contribute to communicate with the hon. treasurer of the Wolfe Memorial Fund, Royal Colonial Institute, W.C.? If the full amount could now be promised it would be possible for us to place the memorial in position by next September, the anniversary of Wolfe's victory at Quebec.—We are, Sir, your obedient servants,

ROBERTS, F.M.
STRATHCONA.
ARTHUR M. GRENFELL.
GILBERT PARKER.
FREDERICK YOUNG.
BECKLES WILLSON.

Royal Colonial Institute,
Northumberland Avenue, W.C.

* *

AN IMPERIAL PARLIAMENT.

To the Editor of *Canada*

SIR,—I was very pleased indeed to see in your issue of March 5 a leading article on the above subject, more especially mentioning my name and the scheme which I have submitted to the public in Great Britain with a view of getting together an Imperial Convention in a non-political manner to discuss the desirability of an Imperial Parliament or an Imperial Council.

Since my letters have appeared in the English papers I have had quite a number of letters from prominent people suggesting that I should take up the matter prominently and get others to join me with a view of getting people in the Mother Country to fully understand a scheme such as I have put forward.

It is already known that my scheme does not interfere with the domestic policy or the political parties in existence at the present time in Great Britain. These are all matters for the British Parliament to decide themselves. None of the self-governing Dominions wish their domestic politics interfered with, and we will certainly not interfere with British politics either. It is the pure question of Imperialism, and why, while retaining our Parliaments in the various Dominions, there should not also be an Imperial Parliament in which all the Colonies should be represented.

In South Africa, as my scheme pointed out, a convention was called in a non-political way to discuss a united Parliament, and to-day the whole world knows the result; and I am hopeful the same can be done by the Mother Country and the various Colonies.

I will be very pleased indeed if you will invite correspondence on my scheme, as it has already been explained to the British public, and see exactly what the opinions are of those coming from the great Dominion of Canada. There are many Canadians in Canada of French descent who, I am sure, must have the same feeling towards the Empire as I, a Dutchman, have. We are all Britishers, and we are all very anxious to link the Mother-country and the Colonies closer together. Cannot this be done by means of such a scheme as I have put forward?

Acting on the powerful suggestions made by very prominent people in Great Britain of all political parties, it is my intention to return to England some time in June or July in order to further this scheme.

In the meantime I sincerely trust you will well ventilate this scheme in Canada, so that we may see exactly how it can be carried to a successful issue.

I am leaving for South Africa on Saturday, the 12th inst. My address there will be: P.O. Box 168, Cape Town, until the end of May. After that c/o South African National Union, 62, London Wall, E.C.—in fact, all letters can at any time be sent to this address, and will be forwarded to me in South Africa. It would be better to send them here, as they will know my movements.—Yours faithfully,

P. C. VAN B. BAM.

South African National Union, 62, London Wall, E.C.,
March 10, 1910.

* *

CANADIAN LAND FOR BRITISH INVESTORS.

To the Editor of *Canada.*

SIR,—In your issue of February 26, under the heading of "Canadian Investments," I was very pleased to see that you referred to my letter of February 19, and explained the second question I asked in "How to Lend Money on Canadian Land Mortgage." But at the same time I noticed you did not refer to the first part of my letter, where I asked, "How is the British investor to go about buying land in Canada to hold for a few years, with a view to re-selling at a fair profit"?

When I say the British investor I do not mean the man who is going out to Canada to live, and possibly farm, but the man living in the Mother Country who hears of the 100 per cent. profits which are made by buying land in Canada, and who feels he would like to include amongst his other investments some real estate in Canada. If the investor buys (say) agricultural land, is it possible for him to let it to a farmer to bring in (say) a clear 5 per cent. on the purchase price (presuming he has been well advised as to the value when buying), or must he let the land lie dormant—and his money at the same time—for some years, trusting in the end to get a good profit when he comes to sell?

I see in *Vanity Fair*, of March 3, under the heading of "Profit and Loss," the writer refers to a letter he has received from a correspondent, who expresses surprise that the Britisher,, with £500 or £1,000 to invest in land, does not buy land in British Columbia. He goes into a few details as to how this can be done, and promises to give further particulars as to the management of same by one of the leading irrigation companies (the owner evidently living in Great Britain), in his next letter. Meanwhile, I think this is a subject which might be dealt with in your columns.—Yours faithfully,

SMALL INVESTOR.

* *

FESTIVAL OF EMPIRE.

Citizens of London Needed for the Pageant.

We have received for publication the following letter, which has been signed by the express wish of Princess Louise, Duchess of Argyll, and, on her behalf, by the Marchioness of Londonderry, the Marchioness of Salisbury, the Countess of Plymouth, the Lady Northcote, and Mrs. Lewis Harcourt, members of her Royal Highness's Advisory Committee:—

To the Editor of *Canada.*

SIR,—We are desired by H.R.H. Princess Louise, Duchess of Argyll, President of the Ladies' Committee, to express the hope that loyal citizens of London may see their way to assist the great movement of the Festival of Empire, by taking part in one or other of the scenes in the Pageant of London, "The Heart of the Empire."

Through the co-operation of the Governors-General of the Overseas Dominions, many fellow-subjects are coming to the Mother Country from every part of the Empire to join in this pageant of London's history.

At a meeting held here on Tuesday last, at which H.R.H. Princess Louise was present, together with the Lady Mayoress, and the Mayoresses of most of the metropolitan boroughs, it was announced that the following boroughs had already undertaken the organisation of one or other of the scenes of the Pageant, or had called public meetings for an early date with this object in view:—The City of London, the City of Westminster, the Royal Borough of Kensington, and the boroughs of St. Marylebone, Woolwich, Paddington, Hammersmith, Stoke Newington, Lambeth, Poplar, Camberwell, and Shoreditch, together with several well-known clubs and societies.

A resolution was put from the chair, and enthusiastically carried by the meeting, to the effect that all possible support and assistance should be asked from the citizens of London in organising the scenes, and that they should be invited to communicate with the Honorary Secretary of the Performers' Committee (49, St. James' Street), so that all particulars might be supplied.

Letters should bear the name of the borough with which performers desire to be associated.—We are, yours faithfully,

THERESA LONDONDERRY.
ALICE SALISBURY.
A. PLYMOUTH.
A. S. NORTHCOTE.
MARY HARCOURT.
(Ladies' Advisory Committee.)

* *

OBITUARY.

The death took place at Montreal recently of Mr. Strachan Bethune, K.C., at the age of 88. He was the son of Dean Bethune, of Montreal. Called to the Bar in 1843, he practised for some years in partnership with the late Sir W. C. Meredith (afterwards Chief Justice), and became one of the leaders of the Bar. He took silk in 1864. He was for a long time Chancellor of the Diocese of Montreal. One of his daughters is married to Lieut.-Colonel the Hon. Keith Turnour-Fetherstonhaugh, an uncle of Lord Winterton and heir-presumptive to the earldom.

Lady Glen-Coats, wife of Sir Thomas Glen-Coats, of Ferguslie Park, Paisley, died on Saturday at her London residence, Belgrave Square. She was a daughter of the late Mr. Alexander Walker, of Montreal. Lady Glen-Coats was well known in the West of Scotland and took a keen interest in philanthropic work.

Mr. Samuel O. Shorey, one of Montreal's oldest and best known citizens, died recently. Mr. Shorey was really one of the pioneers in carrying Montreal's trade to Western Canada.

* *

The emigration rush finds the energetic officials of the Nova Scotia office very busily engaged. The efforts of the Rev. M. Maclean Goldie have been so successful that he has been unable to accommodate the whole of his party on the *Virginian*, which leaves Liverpool on April 1, and has been obliged to book a subsidiary party in the *Hesperian*, which follows two days later.

In reply to Mr. Donald Macmaster, M.P. for Chertsey, Colonel Seely, Under-Secretary for the Colonies, stated, in the Imperial Parliament on Monday, that the influence of the Emigrants' Information Office, "has, as a matter of fact, been exerted in the direction of specially encouraging emigration to the great British colonies, because the committee have felt that with their close similarity of institutions, kinship of race, and identity of language, and with their large areas of available land, they offer the best openings for the emigrant from this country."

NEWFOUNDLAND'S DEVELOPMENT: ITS NEW BRANCH RAILWAYS.

The President of the Reid Newfoundland Company says the Development of the Island Colony has hardly yet begun.

REFERENCE has already been made in *Canada* to the extensive railway schemes for the development of the interior which the Newfoundland Government has in hand; and in the last two issues its progressive policy has been outlined in its various aspects. The construction of five branch lines, for which it has contracted with the Reid Newfoundland Company, will bring into direct communication with St. John's parts of the colony which are at present either completely isolated or reached only by steamer.

One of the lines will run from St. John's, down the south-eastern coast, passing Cape Race, to Trepassy Bay; another, from Broad Cove, which is about fifty miles west of St. John's, to Heart's Content and Grate's Cove; a third, from Come-by-Chance, about eighty miles from St. John's, to the bend of Fortune Bay; a fourth will connect Cape Bonavista, at the eastern end of the island, with Shoal Harbour, on the main line, passing Trinity *en route;* while the fifth will run up the west coast from the Bay of Islands to Bonne Bay.

A REID NEWFOUNDLAND CO.'S STEAMER OFF THE COAST OF LABRADOR.

The total length of the new lines will be fully 250 miles, and they are estimated to cost $15,000 a mile in cash, or about $4,000,000 in all. The work is to be carried out at the rate of not less than fifty miles annually, and all the rolling stock is to be constructed in the Colony. The Shoal Harbour branch has already been commenced, and will be completed during the present year.

Under the contract the branches are to be operated for forty years, with a daily passenger service each way, the term of operation thus expiring with that of the trunk line in 1951. Payment for operation is to be at the rate of 4,000 acres of land per mile, as against 5,000 under the contract in 1893 for the railway from St. John's to Port aux Basques. The mail subsidy is to be [illegible] mile per annum, or one-third less than that under the 1893 contract. On the other hand, the Reid Company will pay a duty of 50 cents per ton on the coal used in the operation. The rate of wages paid to the workmen is to be $1.50 per day, as against $1 per day for the trunk line.

When Sir Robert Reid made his original contract with the Government there were only about 100 miles of railway in Newfoundland—in the extreme south-east. The Reid Newfoundland Company, who have $25,000,000 capital and possess millions of acres of rich mineral, timber, and farming lands, are now lessees and operators of 638 miles of line. They have also in service eight steamers six connecting the coast settlements with points on the railway, one with Canada, and one running from St. John's to the Labrador coast. The Labrador trip attracted an unusually large number of American tourists last summer. It is interesting to note in this connection that in his new book on Labrador, reviewed on another page of this issue, Dr. W. T. Grenfell remarks that, in spite of the badly charted coast, the icebergs, and the absence of most of the aids to navigation in the more beaten tracks, no danger beyond what is incidental to every sea trip need be anticipated on the Labrador trip. In fact, there has never yet, he points out, been a life lost from accident on the mail boats visiting the coast.

The part played by the Reid Newfoundland Company in the development of the island colony can hardly be estimated. Said its present President, Mr. W. D. Reid, eldest son of the late Sir George Reid, in an interview, "When we went into Newfoundland there was only one little town in the interior, and no white man had ever gone across the country. Now settlements there are numerous."

The development of Newfoundland, according to Mr. Reid, has hardly begun. "The Government," he said, "is bringing out experts from England this year to test the coal deposits, and I know from having been all over the country that it is full of minerals of almost every kind. The public is familiar with the Northcliffe pulp industry, which has just been established in the very heart of the country, and with the fact that another plant of the same character, that of the Albert Read Company, of London, will soon be in operation a few miles away. The Northcliffe plant will turn out 305 tons of pulp a day, of which 120 will be made into paper. The Read Company's will turn out about 200 tons a day. Lord Northcliffe has already a year's supply of wood cut and delivered at his mill. The land in the interior is covered with spruce sixty or seventy feet tall. There is no other wood mixed with it as there is in Quebec. We gave Lord Northcliffe the site for his town and plant, together with his water-power, on conditions of his settling there, and he has a supply of wood that, if properly conserved, will last for ever.

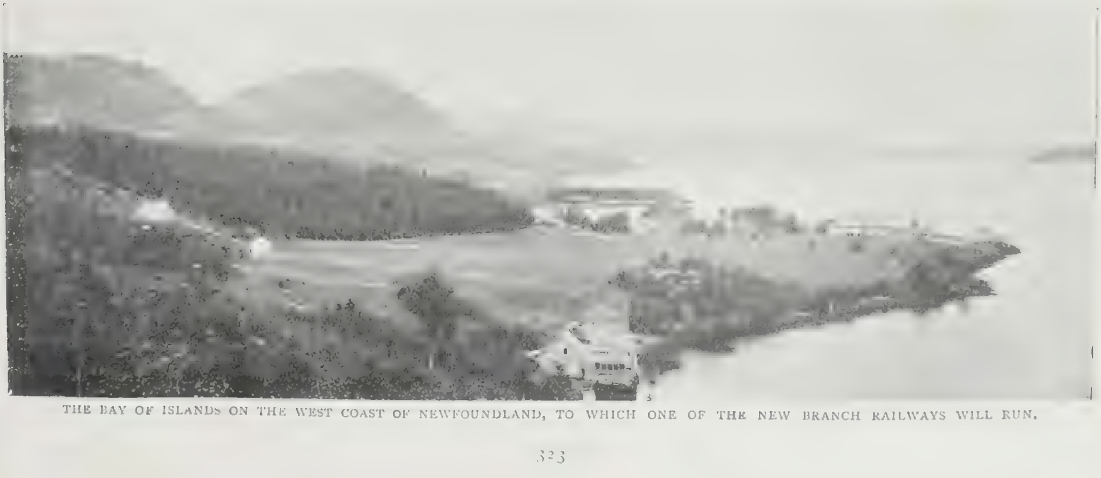
"The only mineral resources that have been at all developed are iron and copper. I have found copper in many places on the island. I have also found chrome iron, iron pyrites, asbestos, mica, gold, silver, and lead, besides china clay, talc, alum, and gypsum. Besides, there is any quantity of granite, marble, and slate.

"We are starting in to endeavour to attract immigration, though there is any quantity of labour to be had for industrial enterprises in the winter time from among the fishermen. The Salvation Army is looking at sites for colonisation purposes. We have had agricultural experts go all over the country, and their report is favourable. The salmon fishing is free, and it is the best on the Atlantic coast. The Government, too, is doing what it can to encourage the fresh fish industry, with a view to supplying the New York and Boston markets."

A RECORD REVENUE AND SURPLUS.

The Branch Railway Bill passed through the Legislative Council without a division, although the Bond party voted against it in the House of Assembly.

The Budget presented by the Hon. M. P. Cashin, Minister of Finance, in the House of Assembly, shows an estimated revenue for the fiscal year ending next June of £650,000, an increase of £80,000 as compared with last year, and an estimated expenditure of slightly under £600,000, leaving a surplus of £50,000. Both revenue and surplus are the largest in the Colony's history. The revenue in all departments shows an unequalled increase, and the prosperity of the island is declared never to have been greater. The Minister estimates a larger revenue and a similar surplus for the fiscal year beginning in July.



THE BAY OF ISLANDS ON THE WEST COAST OF NEWFOUNDLAND, TO WHICH ONE OF THE NEW BRANCH RAILWAYS WILL RUN.

OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada.—VI.

BY WILLIAM BLAYNAY.

ELEVEN years ago the City of Cranbrook, B.C., did not exist; now it has a population of 4,000. Its origin and name are due to Colonel Baker, formerly of Cranbrook, Kent, who some years ago purchased most of the land on which the city now stands, and whose name is perpetuated in its main thoroughfare—Baker Street.

Imagine a fairly large bulging out of one of the narrow valleys lying between the Rockies and the Selkirk Range, and surrounded on all sides by high pine-clad mountains rising out of the valley to a height of 5,000ft. or 6,000ft., the peaks of which are snow-capped throughout the greater part of the year, and you have a good impression of Cranbrook's delightful situation. It has an elevation of 3,000ft. Land of a more or less flat nature is comparatively scarce in British Columbia, consequently the term "prairie" has been applied in many cases to the few hundreds or thousands of acres of level land found in some of the valleys of the Province. That on which Cranbrook stands is known as "Joseph's Prairie." From the bottom level of these valleys the land rises in terraces, known as "bench" lands, to the base of the mountains. The bench lands of the Kootenay Valley are found eminently suitable for mixed farming.

Cranbrook is now the distributing and supply town for the different industrial and mining centres of the East Kootenay district. I was much surprised at the enormous stocks carried by some of the retail merchants here. The Mayor (Mr. Fink, head of the Fink Mercantile Company) invited me to inspect the cellar beneath his store. It was stocked from floor to ceiling with boxes of fruit and canned goods to the invoice value of $65.000 (roughly £13.000). Add to this the stock of two large, well-filled shops on the ground floor, the furniture department of the first floor, and the contents of a large furniture warehouse, and you may gather some idea of what shop keeping means in some even of the smaller cities of Canada. A chat with Mr. W. H. Wilson, one of Cranbrook's leading jewellers, revealed the fact that after a brisk Christmas trade he was still carrying upwards of $10,000 worth of stock in his shop

These instances are only two of the many which go to show the extent and permanency of Cranbrook's prosperity. Cranbrook has never been boomed. Real estate values are not inflated. The city is advancing and expanding simply on its own merits as a centre of supply for the ever-increasing population of the lumbering, mining, and farming districts of East Kootenay. That its trade may become more widely developed and even inter-provincial is now highly possible, through the instrumentality of the Kootenay Telephone Lines, Limited. This company has recently linked up its service with that of the Alberta Government lines, thus instituting a perfect telephone system with Calgary and other Albertan points. The towns of the Kootenay Valley are now in direct telephonic communication with those of Alberta, and speech is possible between Cranbrook and Lloydminster, 700 miles away. Almost any part of occupied Alberta is able to speak with nearly every occupied part of British Columbia. In a few months communication will also have been established with Spokane, and all points in Northern Idaho, Washington, and the Boundary country.

I had the pleasure of spending Christmas Day at Cranbrook. Christmas in Canada is a thing to be remembered for ever after! In Cranbrook no one is allowed to go without a Christmas dinner of the very best kind. The dining-rooms of all the hotels in the city are thrown open free of all charge for the great evening meal, and the guests all dine together at one long table loaded with dainties fit for a royal feast. The menu of the dinner provided at the Hotel Cranbrook would, I think, be a revelation to most people, when it is remembered that Cranbrook is only a small town nestling in a narrow valley high up in the Rocky Mountains. For this reason I make a complete copy of it

CHRISTMAS DINNER, 1909
Raw Oysters.
SOUP.
Mock Turtle à la Reine. Consommé à la France.
FISH
Boiled Salmon. Spanigoung. Halibut Soufflé
SALADS
Shrimp. Celery. Lettuce.
ENTRÉES.
Pineapple Cobbler, Duchess style. Pear à la Polonaise.
Chicken Cutlets à la Maryland Pigeon Pie, Champignons.
Escalloped Oysters, Family style.
BOILED
Chicken, Fiermier Sauce. Mutton, Winnising Sauce
Sugar-cured Ham, Champagne Sauce.
ROASTS.
Young Turkey, Cranberry Sauce. Young Goose, Apple Jelly.
Domestic Duck, Red currant Jelly. Suckling Pig, Apple Sauce.
Prime Ribs of Beef, Yorkshire Pudding.
VEGETABLES.
Purée of Potato. Steamed Potato. French Peas. Asparagus.
PASTRY AND DESSERT
Apple Pie. Lemon Pie. Hot Mince Pie. Strawberry Tart.
English Plum Pudding, Hard and Brandy Sauce.
Sherry Wine Jelly. Cream Jelly. Port-wine Jelly. Christmas Cake.
Lady Fingers. German Trifle. Charlotte R[illegible]
Banana Ice Cream Assorted Nuts. Layer Raisins.
Figs. Oranges. Bananas. Apples. Grapes.
Cream, and McLaren's Cheese.
Tea. Coffee. Cocoa. Milk.

CRANBROOK AT CHRISTMAS-TIME: WHERE OUR PRIZE WINNER ATE HIS CHRISTMAS DINNER.

The eatables I selected from this comprehensive menu to satisfy a practical rather than sentimental appetite were all that the heart and palate could desire.

We were all of us at that table more or less "strangers in a strange land," thrown together by fate for this particular dinner. Our thoughts, I suppose, in most cases were with loved ones and friends far away, and our memories busy with the recollections of bygone Christmases.

Half-way down the long table sits a youth of less than twenty summers. He is English, and comes of a good family. "Family," however, does not stand for much in Canada. He was educated at Eton. Canadians know nothing and care nothing about Eton and its traditions. Our young friend has been barely seven months in Canada, yet in that short space of time he has turned his hand to almost every conceivable kind of manual work—cow-punching, motor cleaning and driving, gardening, ploughing, waiting at table on a lake steamer, and so forth—all the while biding his time and looking for that "tide in the affairs of men" which is to be his opportunity.

Near him sits a rugged, time-worn, weather-beaten "prospector." He has been at the work for a quarter of a century or more always searching, searching, searching for the earth's store of treasure; living from hand to mouth; eternally hoping, never despairing; for ever looking forward to the day when his efforts will be crowned with success. To-day he is in Cranbrook because it is Christmas; to-morrow he will be back among the wild mountains again

Another of our "table d'hôters" is a strong, healthy, muscular young Welshman. He has been in Canada for six years, and owns three or four hundred acres of land in Alberta. During the winter, when there is no work to be done on his farm, he goes into the Kootenay Valley and takes up work at one of the lumber mills or in one of the lumber camps, and with the money thus earned and saved buys more land in Alberta. The land costs him about $3 or $4 an acre only. In a very few years he will be able to sell all that he holds as an improved farm at anything between $30 and $40 per acre; perhaps even more, if it lie sufficiently close to the railway.

Here I may say that the Welshman appears to make a conspicuously successful settler. All through the Dominion, from Montreal to Victoria, I have met them, and all are doing or have done exceedingly well

I should like to go on telling about the men round this Christmas dinner-table, but there are too many of them, and the three I have mentioned are typical, in a broad sense, of the others; besides all which there still remains much to be said about Cranbrook before I resume my journey towards the coast.

The streets and houses of the residential portion of the city are extending into the forest faster than the tree stumps and rocks can be removed from the thoroughfares. Building operations are going forward most actively, and there are indications that Cranbrook is likely to become a favourite residential city for those who are financially interested in the many industries of East Kootenay, but to whom it is not expedient that they should live in any one particular place.

The C.P.R. is an important factor in the welfare of Cranbrook, and is likely to acquire still more importance in that direction on the completion of the proposed railway linking up the city with Vancouver by way of the Similkameen Valley. The Kootenay Central Railway will also increase the C.P.R. pay-roll at Cranbrook; at present it amounts to, roughly, £13,000 monthly. The lumber mills in the district pay monthly, in wages, upwards of £20,000, and various other industries in and around the city bring the total pay-roll up to nearly £45,000 per month, most of which finds its way into the National Cash Registers of the tradesmen of Cranbrook.

A NEAT RESIDENCE IN CRANBROOK.

A former editor of the *Cranbrook Herald* long ago named the Cranbrook Valley the "Banana Belt," so convinced was he of the possibility of growing large quantities of fruit here. After persistently referring to the "Banana Belt" on every possible occasion, he was astonished one fine morning, on leaving the door of his house, to see a large bunch of bananas on their native stalk carefully planted in his front garden. Successful efforts have been made on a small scale to grow apples, pears, plums, and cherries, and small fruits are being grown in abundance. The worthy Rector of Cranbrook told me of a wonderful branch of white currants grown in his parish which he and a friend carried between them on a pole to the rectory, rivalling Joshua and Caleb and the celebrated grapes of Eshcol!

The prosperity and advancement of Cranbrook are assured by the rapid and successful development of the mining and lumbering industries of East Kootenay. There is coal enough there to last for thousands of years at an output rate of 5,000 tons per day. Produce for the several small mining towns in this district can only be grown in limited areas in this part of British Columbia; one of these, and the nearest of all to the market, is Cranbrook, with its "Joseph's Prairie." Last summer farmers were getting a shilling each for cauliflowers, 12s. 6d. per 100lb. for onions, 8s. 4d. per cwt. for cabbages and potatoes, 1s. 8d. to 3s. 9d. per dozen for eggs, 1s. 3d. (the lowest) per pound for butter, 58s. per ton for upland hay, and 83s. for timothy, 8s. 4d. per box of 24lb. for apples, 12s. 6d. per crate of 24lb. for strawberries, and 6d. per pound for currants and gooseberries. Similar profitable prices were realised for oats, steers, cows, hogs, chickens, turkeys, geese, ducks, and sheep; but the produce of the farm, dairy, and orchard is at present so limited in the Cranbrook Valley that the bulk of it has to be imported from the States. Much of the suitable land for fruit-growing and market-garden purposes has been divided up into five-acre lots, usually obtainable on easy terms of purchase.

Mr. Henry Hodder, a native of Newfoundland, has been presented with the Royal Humane Society's medal in recognition of a particularly brave attempt made by him to save the life of a comrade, James Costelle, who was asphyxiated last fall while working at the blast furnaces of the Dominion Iron and Steel Co., Sydney, N.S.

AVIATION IN CANADA.

More Successful Flights.

Messrs. J. D. McCurdy and F. W. Baldwin, the well-known Canadian aviators, made a series of very successful flights on the Baddeck Ground, Cape Breton Island, recently, using the machine styled by them an aerodrome. They went up together several times, and afterwards Mr. McCurdy alone flew for half an hour, expressing his belief when he descended that he could have continued indefinitely.

The Governor-General telegraphed his congratulations, and the Militia Department has decided to send officers to watch further trials

Subsequently Major Maunsell, representing the Militia Department, made a flight of two miles in the aerodrome.

THE HON. J. MARTIN ON CANADA'S MILITARY STRENGTH

In the debate on the Army Estimates, at Westminster last week, the Hon. Joseph Martin, M.P. for East St. Pancras, said he desired to correct a statement that Canada could put a million men into the field. According to the last census the number of males in Canada between twenty and sixty years of age was only 1,250,000. The number of men trained annually was about 90,000, about half of whom were trained for twelve days or less in the year. They could hardly, therefore, be called trained soldiers. It had also been stated that Australia was able to put into the field 974,000 men. Australia had a population very considerably less than Canada's, probably not much more than half, and as Canada was not able to train more than 90,000 men in the year, they might assume that Australia would not train more than half that number.

FERTILISERS IN NOVA SCOTIA.

It has recently been stated by Mr. M. Cumming, B.A., B.S.A., Secretary for Agriculture, and Principal of the College of Agriculture in Nova Scotia, in regard to an inquiry as to the presence of shell-fish deposits on the coast, that the only thing of that kind in the Maritime Provinces was mussel mud, of which the following was a fair analysis:—

Lime	7.12 per cent.
Phosphoric acid	.15 per cent.
Nitrogen	.24 per cent.

The mussel shells themselves analysed about as follows:—

Lime	53.68 per cent.
Phosphoric acid	.05 per cent.
Nitrogen	.075 per cent.

"Mussel mud," says Mr. Cumming, "which consists of the shells as imbedded in the mud, is used largely as a fertiliser, especially in Prince Edward Island. Its small percentage of nitrogen and phosphoric acid makes this somewhat valuable as a direct fertiliser, but its main value undoubtedly consists in its percentage of carbonate of lime, which has the same effect upon soils when applied in this as in any other form.

RAILWAY DEVELOPMENT IN BRITISH COLUMBIA.

The Hon. Richard McBride, replying to criticisms of the Government's railway policy in the Legislative Assembly of British Columbia, said it was proposed to give the people all that had been promised them. The Assembly now in session would be called upon to devise legislation incidental to the bringing into British Columbia of another transcontinental railway to open up and contribute materially to the development of the country. The Government had inaugurated a most progressive construction policy. It was felt that the time had come to secure another great railway system, and hence the bargain with the Canadian Northern. The public demanded that this system should be brought to the coast and on to Barclay Sound, and he was fully satisfied that when the Bill was brought down its details would commend themselves to members on both sides as fully meeting all requirements of the situation, and amply guarantee the security of the Province. It was a national rather than a Provincial policy, and out of it British Columbia might fairly look to a doubling of the population within the next five years.

An executive committee has been formed at St. John's to arrange for the representation of Newfoundland at the Festival of Empire.

It is announced in the London University *Gazette* that the Senate have decided to invite representatives of the Universities of the Empire to a congress to be held in London in the year 1912.

The annual service of the Order of St. Michael and St. George will be held in St. Paul's Cathedral on St. George's Day, Saturday, April 23, at 12 o'clock, with more elaborate ceremonial than usual.

The *Cornwall*, training cruiser for cadets, is to visit Halifax in June. She will then make visits to Charlottetown, Prince Edward Island, and St. John's, Newfoundland, and will leave for Plymouth on July 8.

The prize of 100 guineas, offered through the *Standard* for an essay on "The Governance of Empire," has been won by Mr. Reginald V. Harris, Halifax, N.S. "The fact that the winner should hail from Nova Scotia is," it is remarked, "only consistent with the high reputation of that Province as a centre of culture and learning. Nova Scotia has produced many famous scholars and professors, and it is quite in accordance with tradition that the work of one of her sons should, by the unanimous decision of competent judges, have been declared the best essay sent in."

INFORMATION FOR EMIGRANTS.

THE LAST BEST WEST.

Farming Opportunities on the Grand Trunk Pacific Railway.

Miss Agnes Deans Cameron, who last year made a journey of several thousand miles down the Mackenzie River, contributes a graphic article to the current number of the *Magazine of Commerce* upon Prince Rupert and the Grand Trunk Pacific Railway. In the course of the paper she refers to the great opportunities which exist for homesteaders all along the route, and shows that in what has been called the "last best west," the country north of what is at present settled, is as fertile as the rich prairie plains which are now supplying millions of bushels of wheat to the world. Miss Cameron says :—

"And what of the lands north of the Saskatchewan and north of the railway? Is not that a white waste of everlasting snow? Scarcely. Canadians themselves during the last decade have had to correct their loose ideas of latitude and soil fertility. For years Winnipeg was considered the northern limit of wheat growth, then Edmonton-on-the-Saskatchewan was quoted as the farthest agricultural north. But Edmonton is no farther north than Manchester and Liverpool, and far to the north of Edmonton lie fields white to the harvest.

"The wheat that took the gold medal at the Philadelphia Exposition in 1876 was grown not in the United States, nor in Russia, nor the Argentine, nor on the great wheat-belt of Canada's prairie provinces, but in a little garden back of the Convent of the Grey Nuns at Fort Chipewyan, on Athabasca Lake, in latitude 58 deg. 30 min. north. The writer last summer saw turnips, beet, and potatoes growing lustily at Fort Good Hope, on the Arctic circle, and found also the blue blossoms of wild flax beyond this mystic line, with wild roses flourishing side by side with tame Eskimo at the very lip of the Arctic Ocean. Mackenzie basin is the oyster of the Grand Trunk Pacific—its whole succulent plate of oysters.

AN EMPIRE IN THE WEST.

"The Grand Trunk Pacific will tap the great valley of the Peace River. And when it does, an Empire is at its feet. At Vermilion-on-the-Peace, 300 miles due north of Edmonton, in latitude 58 deg. 30 min. north, the writer last year came upon a flour-mill belonging to the Hudson's Bay Company, which mill for ten years has been grinding into flour the wheat grown on contiguous fields.

"Agriculture and transportation, these in Western Canada are the two great agencies which, working hand in hand, are making a people-plain out of these silent fastnesses. It was the great Asian plain which in the past produced the corn and wine and oil and men of might; in the prairie lands of Canada we find its western prototype. Every trans-continental railway across Canada is a factor making for Empire. The peopling of the great Canadian west is a fascinating drama, whether we view it from the large or the small end of the telescope—*i.e.*, from the point of the great railroad-builder throwing a steel spine across the continent, or from the point of one little family unit finding its free farm under the ægis of this transportation line. The line of the Grand Trunk Pacific across Canada is essentially the Belt of Homes.

"Who is it that answers the call of the wheat? The young, the brave, the hopeful, the helpful. The writing tools to write the drama are the strong arms of men and of faith-possessed women. It is a goodly play for the world to watch. The first scene is enacted on the prairie farm where the virgin sod is turned under to a crop of wheat for the first time since creation's dawn. The second scene is the grain elevator, red against the setting sun, and the waiting wheat-train of Grand Trunk cars. Our drama closes with the loaf of bread clutched in the eager grasp of the little child in some crowded city of the Old World."

On Thursday of last week the 204th party of emigrants from Dr. Barnardo's Homes left for Canada, sailing from Liverpool by the s.s. *Tunisian* (Allan line). The party consisted of 292 boys and 88 girls. All the boys and girls who are old enough will be, on landing, at once placed in situations already chosen for them, and the younger children will be boarded out in Canadian households. Each emigrant costs only £10 for outfit and travelling expenses. Including this party, the Homes have now sent out 22,017 boys and girls, of whom all but an insignificant minority of under 2 per cent. have done well. Many previous emigrants now own their own farms.

The immigrants arriving in Canada during January numbered 6,638, as compared with 4,097 in January, 1909, an increase of 62 per cent.

MAKING MONEY IN CANADA.

Possibilities of Mining and Farming.

In an account of a Canadian trip, contributed by Mr. W. H. Hole Toder, Canadian Government Agent, Louth, to the *Louth and North Lincolnshire Advertiser*, he says: "A friend that I made while out West writes to me since my return, describing one of the mines of Northern Ontario. 'I see half a dozen ways of making big money out here in this great big country—this country which has as yet only had its face scratched, and may we meet again, old man, in the near future in the land of the grizzly, who guards the vast untold wealth of our grand old Rockies, or perchance in our great Ontario Highlands, where my dream of silver riches lies wrapped in the arms of huge hills of diabase rock, where for weeks and weeks I have lived exploring this land of untold gold. And now, Toder, Ka-taw-na-ma-cow, or, in other words, may the sun shine upon you, old Britisher.' Now believe me, please, when I say this is a sample of the great hearts these good folk extend to us from the Mother Country.

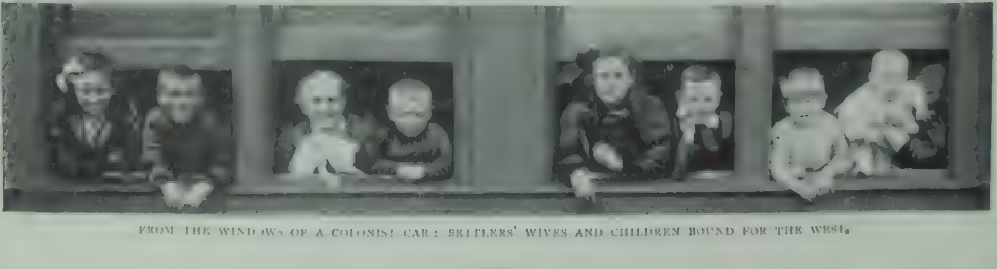
"But harking back to the West, where to-day there is a population of a little under a million people, there is room for a hundred million inhabitants, and the resources are so great that no one can say how large the population will be in fifty years. It is very difficult for us, living where nearly all land is occupied, to understand that some of the best farming land on the continent of America is to be had almost for the asking by anyone who will undertake to cultivate it. The settlement of these lands is heartily encouraged by the Canadian Government, because a fertile soil and great natural resources are of no service unless people are there to cultivate and develop them. But, of course, it is all important to get a good class of settlers.

"In the West it costs about 35 cents to grow a bushel of wheat. All the farmer sells at above that is clear gain. He is now receiving 75 cents, or a profit of 40 cents a bushel. On most of the prairies there are no trees to be cleared away, thus the area under cultivation increases rapidly. The settler with a plough and two yoke of oxen can break up a quarter section (160 acres) during five spring and summer months. He does this by simply turning up a very thin sod with the plough, then back-setting and harrowing. This operation costs between $3.50 and $4 an acre. The soil is an exceedingly rich black mould of varying depth, with clay beneath, which holds moisture."

SELF-HELP EMIGRATION SOCIETY.

The report of the Self-Help Emigration Society (whose headquarters are at Memorial Hall Buildings, Farringdon Street, E.C.) states that since 1884, when it was founded, 10,534 persons have sailed under the auspices of the Society. Of these, 200 (157 adults, forty-one children, and two infants) sailed during 1909, 194 to Canada, one to the United States, two to South Africa, two to Australia, and one to New Zealand. Canada, as usual, has taken the largest share, partly because of the smaller cost, but mainly because of the opportunities there of securing employment and ultimately achieving independence. Published letters from emigrants whom the Society has recently sent out indicate how thoroughly that statement is justified, and how amply their expectations have been fulfilled. The committee state that they are now in a position to find openings for a very large number of suitable applicants. Financial aid, however, must be regulated by the funds available. Already cases have been approved which will absorb the small balance in hand, and the committee appeal for generous help from all interested in emigration on sound lines, which experience has proved to be of permanent benefit to many, who, unable to make headway in England, become useful citizens of the Empire in other lands beyond the seas. The committee acknowledge the hearty welcome accorded their emigrants during the past twenty-five years, not only by Canadian officials, but by the people among whom they have settled.

We have received from Mr. W. E. Griffith, the Emigration Agent for the Canadian Government in North Wales, copies of pamphlets, translated into Welsh by Mr. Griffith himself, issued by the Dominion Government, also one of the Allan Line, and the C.P.R. "Work and Wages." Mr. Griffith expects that the emigration from Wales to Canada this year will be far beyond that of any other year, as the people are just beginning to realise that Canada is the place for them to go to rather than the United States. Welsh people now in the States show a disposition to re-emigrate to Canada.



FROM THE WINDOWS OF A COLONIST CAR: SETTLERS' WIVES AND CHILDREN BOUND FOR THE WEST.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

The Hon. L. P. Brodeur, who has been seriously ill, is now at the Sanatorium at Pinehurst, in South Carolina, and is rapidly recovering strength.

* *

It is stated that in a short time the Hon. Sidney Fisher, the Minister of Agriculture, will be elevated to the Senate to fill the vacancy from the eastern townships caused by the death of Senator Baker. It is understood that he will assume the active Government leadership of the Upper House, still retaining his portfolio of Agriculture

* *

Lady Laurier has left for Hot Springs, Arkansas, where she will remain for some weeks. She has not been in the best of health for some time.

* *

The Hon. Jules Allard, Minister of Lands in the Quebec Provincial Ministry, has resigned his seat in the Legislative Council, and has been elected a member of the Legislative Assembly for Drummond County.

* *

Mr. Narcisse Pérodeau, who sits for Sorel in the Legislative Council of Quebec, has been made a member of the Cabinet without portfolio.

* *

Mr. and Mrs. K. N. McFee have arrived in Cairo on their honeymoon trip. Mrs. McFee is the daughter of the Hon. W. S. Fielding.

* *

Dr. Martin, of Montreal, has arrived in London, and is staying at the Ritz Hotel.

* *

On the occasion of his recent return from a trip to Europe, the Hon. T. C. Casgrain was entertained at dinner at the Kent House, Montmorency Falls, by a number of his Quebec friends.

* *

At a meeting of the executive of the West India Committee, held last week, Sir Æmilius Irving, K.C. (Toronto), was elected a member of the committee.

* *

At a meeting of the Royal Colonial Institute, held on Tuesday, March 8, the following were elected Fellows:—The Hon. John Anderson, M.L.C.; the Hon. Sydney D. Blandford; the Hon. John C. Crosbie, M.E.C.; the Hon Charles H. Emerson, K.C., M.E.C.; the Hon. Michael P. Gibbs, M.E.C.; the Hon. Donald Morison, K.C.; the Hon. Sir Edward P. Morris; the Hon. William R. Walker; and the Hon. Marmaduke G. Winter, M.L.C.; Messrs. R. Anderson Squires, LL.B., M.H.A.; and John J. Feneton, Barrister-at-law, all of Newfoundland; the Hon. Frank J. Morris, K.C., of Labrador; Messrs. Arthur M. Downton, James W. Ford, and Eric G. Frere, of British Columbia; Mr. Edward Brown, of Manitoba; Mr. C. Frederick Hamilton, of Ontario; and Mr. Toray M. Sclanders, of Canada.

* *

The following have joined the Representative Council of the League of the Empire:—Major-General Sir Percy H. N. Lake, K.C.M.G., C.B., and Lady Lake; the Hon. Frank Oliver, Minister of the Interior; Mr. R. L. Borden, M.P., Halifax, leader of the Opposition, and Mrs. R. L. Borden; Senator Kirchhoffer, of Brandon; Senator John V Ellis, St. John, N.B.; Dr. J. C. Clashan, Inspector of Schools, Ottawa; and the Rev. G P. Woolcombe, Principal of Ashbury College, Ottawa.

* *

Sir Charles and Lady Fitzpatrick and their daughters, Misses Alice and Margaret Fitzpatrick, sailed this week for Europe. Sir Charles is to attend the conference at The Hague.

* *

Major Brinton, 2nd Life Guards, is the guest of Lord and Lady Lanesborough at Rideau Cottage, Ottawa.

Mr. Archibald William Campbell, better known as "Good Roads Campbell," is the latest Deputy Minister of the Department of Railways and Canals for Canada, to which post he was appointed on the retirement of Mr. M. J. Butler. Born in Wardsville, Ont., in 1863, he early in his boyhood showed a liking for engineering. After a thorough training in the Collegiate Institute of Wardsville and St. Thomas, he was licensed as a surveyor and engineer in 1886. From this date until 1891 he was engaged in the general practice of his profession at the latter place, where he was subsequently appointed city engineer, a position he retained for five years, acting at the same time as one of the editors of the *Municipal World*. The real discovery of Mr. Campbell came, however, in 1896, for it was then that he received the appointment of Commissioner of Highways for Ontario from the Ross Ministry. This position he filled with considerable distinction for five years, thus earning the nickname, general throughout the Province, of "Good Roads Campbell." He then became Deputy Minister of Public Works for the Province, which office he retained until early in the present year, when, as we have already stated, Mr. Campbell received the appointment of Deputy Minister of Railways and Canals for the Dominion. In everything that is concerned with the public works of Ontario Mr. Campbell has played a prominent part, the construction of the Tem'skaming and Northern Ontario Railway, as supervising engineer, being not the least of the tasks he has carried to a successful conclusion.

MR. A. W. CAMPBELL,
The recently-appointed Deputy Minister of Railways and Canals.

* *

Master Wilfrid Morison, the principal boy soloist of All Saints' Choir, Toronto, is at present singing in Great Britain, but will shortly return to Canada.

* *

Mr. Edward E. Prince, Dominion Commissioner of Fisheries, is to be the representative of the Canadian Government on the International Fisheries Commission provided for by the Treaty with the United States Government for the uniformity of the Fishery Regulations in waters contiguous to the International Boundary Line.

Dr. Barclay, of St Paul's Church, Montreal, has agreed, under pressure from his congregation, to defer his resignation till October next.

* *

Mr. Justice Osler, of the Ontario Court of Appeal, who has completed thirty-one years on the Bench, is shortly to retire. Mr. Justice Osler became a High Court Judge of the Common Pleas Division in 1879, and in 1883 was transferred to the Court of Appeal. Twice he declined promotion to the Supreme Court of Canada.

* *

Mr. William Mackenzie, President of the Canadian Northern Railway, has arrived in London.

* *

Lord Strathcona has forwarded to the Toronto Public Cadet Corps a cheque for $7,000 to provide the tunics for the corps.

* *

Lieut.-Colonel Rev. Henry Jekill has resigned the command of the 11th Regiment, "Argenteuil Rangers," and Major Joseph E. Scale has been appointed to the command of the regiment. Major Seale has served with the regiment since 1884.

* *

Colour-sergeant E. Thompson, late of the 60th Rifles, who served for thirty-six years, was recently presented at Sandhurst with the King's medal for meritorious service in the Indian Mutiny and the Red River campaign in Canada.

* *

Of the appointments just made to Brigade Staffs, that of Brigade-Major in the Fourth Infantry Brigade is filled by the appointment of Major Grierson, 34th Ontario Regiment.

* *

Colonel Gordon, who has for some time held the command in the Eastern Ontario District at Ottawa, has been appointed to the Quebec command, and has been succeeded in Eastern Ontario by Colonel T. Benson.

* *

Ten members of Lord Roberts' Boys will visit Canada during the latter part of the summer. They will probably shoot through the Dominion Rifle Association meet and will visit the Central Canada and Toronto exhibitions.

* *

Commander Harrison, late of the R.N., of Surrey, has purchased 20 acres at Crawford Bay, Kootenay Lake, and will erect a residence thereon in the spring.

* *

Miss J. C. Ewart, daughter of Mr. D Ewart, Dominion chief architect of Ottawa, and who is attending St. Hilda's College, has won the All-round Championship in the ladies' swimming contests held in Toronto.

* *

The appointment of Major George Taylor Denison to be Brigade-Major of the First Cavalry Brigade, W.O.C., has been made public.

* *

Major J. B. Pym, Royal Marine Light Infantry, Canadian Militia, Inspector of Small Arms and Machine Guns, has been granted the rank of lieutenant-colonel while employed by the Canadian Government, to date from December 6, 1909, the date of his promotion to the brevet rank of lieutenant-colonel in his Majesty's regular forces.

* *

Major J. F. Macdonald, senior ordnance officer at Toronto and official secretary to the Lieutenant-Governor of Ontario, has been appointed principal ordnance officer at Ottawa. He succeeds Lieutenant-Colonel R. K. Scott, who was loaned to the Canadian Government by the Imperial service.

* *

The Hon. Alan and Mrs. Aylesworth are sailing in May for The Hague, where Mr. Aylesworth will attend the Fisheries Arbitration proceedings.

* *

Lord and Lady Grey have entertained at Government House Mr. and Mrs. Moreton Frewin, of London, England

* *

Mrs. A. F. Gault, who had been visiting her son, Mr. Hamilton Gault, and Mrs. Gault, at "Rokeby," Sherbrooke Street, Montreal, has sailed for England, where she has made her home during recent years

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TRUNK, GLASGOW	**GLASGOW**	**75, Union Street**	[illegible] Royal.
[illegible], ANTWERP	**ANTWERP**	**Canal des Brasseurs, 19-21**	
PASSAGE, SHEFFIELD	**SHEFFIELD**	**7, Haymarket**	[illegible]
LUMBERING, BELFAST	**BELFAST**	**8, Victoria Street**	[illegible]
HEADSHIP, BIRMINGHAM	**BIRMINGHAM**	**6, Victoria Square**	1028 & 1029 Central.
PITT, PARIS	**PARIS**	**47, Rue Cambon**	241-4[illegible]

FRED. C. SALTER, European Traffic Manager. Grand Trunk Railway System.

GENERAL OFFICES: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

GRAND TRUNK PACIFIC STEAMSHIP SERVICE.

Launch of the S.S. "Prince George," and Trial Trip of S.S. "Prince Rupert."

Miss Louise Hays performs the naming ceremony at the launch, at Newcastle-on-Tyne, of the second line passenger steamer for the G.T.P.'S Pacific service.

LAST Thursday was an eventful day in the history of the Grand Trunk Railway System, marking the entrance of that expanding corporation into the business of steamship owners upon a large scale. It was therefore fitting that both the Chairman of the G.T.R., Mr. Alfred W. Smithers, and the dual president of the G.T.R. and the Grand Trunk Pacific Railway, Mr. Charles Melville Hays, should have been present, together with a large and representative gathering of those prominently interested in the economical, financial, and maritime development of the Dominion, on the occasion of the launch, at Wallsend, Newcastle-on-Tyne, of the s.s. *Prince George* and the inspection of the completed s.s. *Prince Rupert.*

On Wednesday evening Messrs. Swan, Hunter and Wigham Richardson, Ltd., the builders of the two *Princes*, entertained a party at Tilley's Restaurant, Newcastle, which included Mr. Smithers and Miss Eva Smithers, Mr. Hays and the Misses Louise and Clara Hays, Mr. and Mrs. Newman, Mr. and Mrs. Russell Cairns, Mr. Thomas Bell, Mr. and Mrs. A. Laing, Mr. Louis Leopold, and Mr. D. E. Galloway. During their stay in Newcastle Mr. and the Misses Hays were guests of Alderman Hunter, Chairman of the shipbuilding company, which has been responsible for the construction of an exceptionally large number of steamships for the Canadian trade, and, in addition to the *Prince Rupert*, has just completed the hydrographic surveying steamship *Cartier* for the Dominion Government. The famous builders of the *Mauretania* are now constructing the *Franconia*, another large steamship for the Canard Company, a caisson and torpedo boat destroyer for the Admiralty, and are about to commence a floating dry dock to lift 32,000-ton battleships of an improved Dreadnought type, which is to be stationed in the river Medway. Over 5,000 hands are now at work in the immense yards of this company on the Tyne.

Thursday morning was devoted to an inspection of the various workshops and slips, and a visit was also made to the adjoining works of the Wallsend Slipway and Engineering Co., Ltd., where the twin-screw engines of the *Prince Rupert* and *Prince George* have been built. The party, which included the Lord Mayors of Newcastle and Bristol, were received by Mr. Thomas Bell, chairman, and Mr. A. Laing, superintending engineer, of the company.

ELEGANT AND COMFORTABLE VESSELS.

A visit was next made to the completed steamship *Prince Rupert*, which, dressed rainbow fashion, presented an attractive, yacht-like appearance, lying alongside the slip from which her sister, the *Prince George*, –almost identical in size and equipment—was about to be launched. The *Prince Rupert* left the stocks only last December, but before this month ends she will be on her way to the Pacific port from which she takes her name, whence she will operate a G.T.P. regular passenger and freight service to Victoria, Vancouver, and Seattle. Many of the visitors who had been on board other steamships now employed on the Pacific coast expressed enthusiastic approval of the comfort and elegance which characterises the accommodation and appointments of the *Prince Rupert*. The representative of *Canada* was particularly impressed with the width and loftiness of the corridors and of the apartments, among which the first-class bow-windowed "observation" rooms forward and aft—the latter fitted as a smoking-room—are sure to be particularly popular. Forward there is also an "observation" room for the use of second-cabin passengers, of the same size as the one on the deck above. The staterooms are also exceptionally light and airy, and their colour scheme in furnishings and appointments is attractive and restful to the eye. Mrs. R. L. Newman, of Vancouver, wife of the naval architect of the G.T.P., who has been resident in Newcastle during the construction of the two *Princes*, was responsible for the selection of the furnishings, and at the luncheon after the launch Mr. Hays paid a well-deserved compliment to this lady upon the taste displayed in her selections, at the same time congratulating Mr. Newman and Messrs. Swan, Hunter, and Wigham Richardson, Ltd., upon the general design and fitting-up of the vessel.

Mr. W. E. Harker, of Newcastle-on-Tyne, supplied the furniture and internal fittings for both the *Princes*.

Luncheon partaken of, the guests had the opportunity of seeing the launch of the first section of an 8,000-ton dry dock which the Swan, Hunter Company is completing to the order of the late Sir Alfred Jones on behalf of the Elder, Dempster Co., to be stationed at a port on the west coast of Africa, primarily for the use of their own large fleet employed on that route. Then came the event of the day, when, just before 3 p.m., Miss Louise Hays gracefully performed the customary naming ceremony as the *Prince George* glided swiftly down the ways and was easily brought up on the waters of the Tyne almost alongside her sister, the *Prince Rupert*, forming a striking contrast with that spick and span finished article. Within a couple of months the only difference between the two steamships will be in the name, so quickly is shipbuilding done in the Wallsend yards.

A SWIFTER ATLANTIC SERVICE WANTED.

After the launch the company adjourned to the Mould Loft in the builders' yard, where refreshments were served, the comfort of the guests being assiduously attended to by Mr. G. B. Richardson, Mr. G. E. Hunter, Mr. Stephenson, the manager, and other members of the firm.

Alderman G. B. Hunter, chairman of the company, presided, and, following that of "The King," briefly proposed the toast of "Success to the *Prince George* and continued success to the Grand Trunk Railway Company," coupling it with the name of Miss Louise Hays, to whom, on behalf of his firm, he presented a gold and jewelled bracelet as a souvenir of the occasion. Mr. Hunter briefly reviewed the story of Canada's progress since the days of Prince Rupert, speaking of the Dominion as a country of boundless possibilities which would soon contain teeming millions of people, he both hoped and believed, abundantly prosperous and happy. He alluded to the Grand Trunk Railway and its affiliations as having a mileage greater than any railway in the world except the Trans-Siberian Railway. Mr. Hunter expressed the belief that the two *Princes* had been so designed and completed that they would prove the most comfortable ships running on the Pacific coast, and the hope that the next orders the Grand Trunk Pacific Railway Company would have to give would be for an improved service across the Atlantic. The time had come when Canada should have swifter steamships running from Europe, between Great Britain principally and Canadian ports. Canada would never be satisfied with inferior ships to those that ran to New York, and Canada intended, he thought, to take the necessary steps very soon to complete that grand Imperial project, the "All-Red" route of fast steamships from Great Britain, through Canada, to Australasia. The Grand Trunk Pacific Company, he hoped, would carry out that idea, and thus perform a great Imperial service. Mr. Hunter made an allusion to the position the north-east district of England occupied as a shipbuilding centre in the days of Prince Rupert, quoting a tribute paid to the staunchness of its ships at that period by Daniel Defoe. He concluded by eulogising the work of Mr. Hays as a railway builder and an organiser, attributing much of his success to the judgment shown in the selection of his lieutenants, of which Newcastle had had opportunities of judging in the persons of Mr. Newman and Captain Nicholson.

GROWTH BY LEAPS AND BOUNDS.

Mr. C. M. Hays, after acknowledging the courtesy paid to his daughter, and expressing the pleasure and instruction derived from his first visit to Newcastle, said the two steamers built for his company might be taken as representing quite clearly the evolution and development in the Far West. Eighteen years ago there was hardly a vessel worth calling a passenger steamship in the coastwise service on the Pacific Coast. A little later the Canadian Pacific came with a fleet of vessels of somewhat unusual size for that period, and among that fleet was one the *Princess Victoria*—built at Wallsend. To-day the transcontinental Grand Trunk Pacific line came with two vessels a little bit better than anything yet on the Pacific Coast, and, as illustrating the leaps and bounds by which the country was growing, he mentioned that at the time the steamers *Prince George* and *Prince Rupert* were ordered the port of Prince Rupert, from which they were to hail, had not even been laid out in townsites, and its population was in the hundreds; by the time the *Prince Rupert* was launched last December it was an incorporated town; while to-day it was an embryo city, with a resident population of 4,000, which would probably be 5,000 by the time the *Prince Rupert* arrived there, and perhaps several thousand more when her sister ship, launched that day, reached the Pacific port. To-day the Grand Trunk Pacific could take them by continuous railway 1,366 miles, from the head of Lake Superior to a point 120 miles west of Edmonton. With the 350 miles under construction, there were left 430 miles to complete the line from the eastern terminus to the western terminus, and that, it was anticipated, would be done not later than 1912 or 1913. The chairman had referred to the possibilities of a greater Atlantic fleet—faster boats, greater tonnage —between this side and Canada. Undoubtedly, that must come. When they contemplated that the Grand Trunk Pacific had brought out of virgin territory in its first year 5,800,000 bushels of wheat they would have some idea of the possibility of the traffic there was to be developed. The future larger steamers Mr. Hunter had referred to would come as the result of a demand for greater transportation facilities for grain. But unless there was a demand for grain on this side, unless there was a possibility of some attraction for Canadian grain, some advantage or some reason why grain should come from Canada in greater bulk than from Russia and the Argentine, it was not impossible that it would be some time before the steamers were needed. He commended that to the statesmen who were interested. So far as fast services were concerned, those they must eventually have, because in no way could the unity of the Empire be so quickly and permanently developed as by the establishment of quicker means of communication. The whole complaint in Canada, if they ever had any complaint to make, was that inhabitants of the United Kingdom did not come and see them often enough, and that there were not enough of them coming over as permanent residents. That could be remedied in great part by quicker means of communication, and therefore he thought in the evolution of affairs it was bound to come.

A TRIBUTE TO CANADIAN BENEFACTORS.

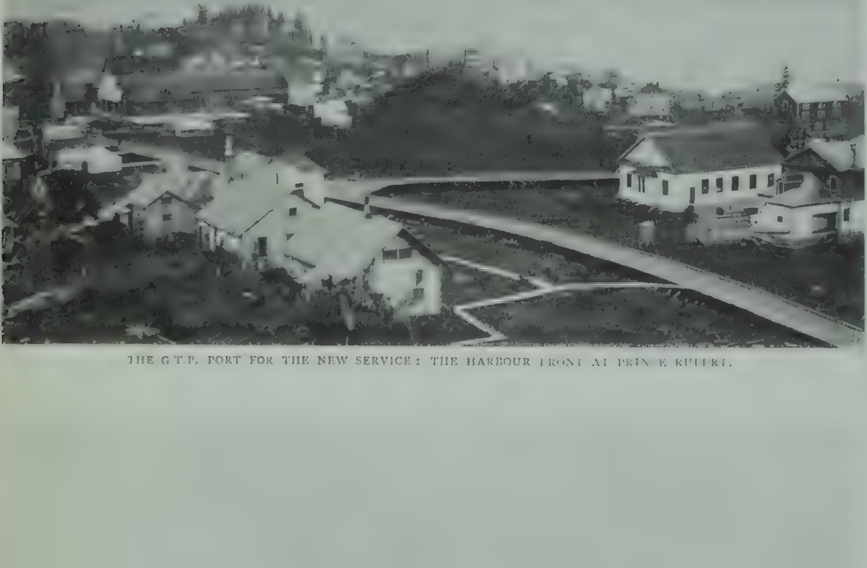
Mr. Hays concluded by endorsing the appreciation expressed by Mr. Hunter of the services of the representatives of the G.T.P. who had had to do with the design and construction of the *Princes*, and proposed "Success to the Builders." This toast was acknowledged by Alderman Hunter, who alluded to the successful career of many Canadians and the boundless charities of men like Lord Strathcona, Lord Mount Stephen, and Sir William McDonald, whose benefactions to the cause of higher education in Canada had totalled some $4,000,000. Mr. Thomas Bell, chairman of the Wallsend Slipway and Engineering Co., also responded to this toast, and illustrated the confidence of the British investor in Canada

(Continued on page 332.)

The Grand Trunk Pacific Steamship

THE "OBSERVATION ROOM" ON THE "PRINCE RUPERT."

A PROMINENT GROUP AT TH
Miss Louise Hays in the centre ; on her ri
on her left Mr. A. W. Smithers, Chairma
Messrs. Swan, H



THE G.T.P. PORT FOR THE NEW SERVICE: THE HARBOUR FRONT AT PRINCE RUPERT.

THE "PRINCE RUPERT," SISTER SHIP TO THE "PRINCE GEORGE," WHICH MADE HER TRIAL TRIP ON MONDAY AND WILL SHORTLY SAIL FOR THE PACIFIC COAST

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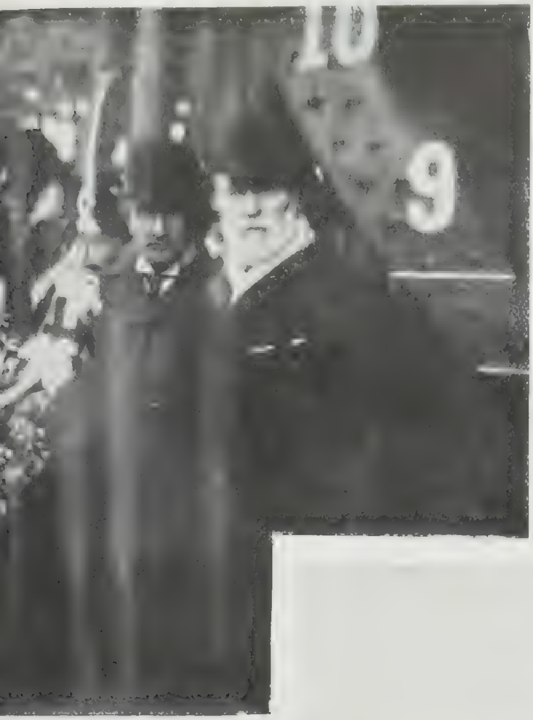
vice : THE "PRINCE GEORGE" AND THE "PRINCE RUPERT." — A BUSY DAY AT NEWCASTLE-ON-TYNE.



F THE "PRINCE GEORGE."
Mayor of Bristol and Mr. C. M. Hays;
., and Alderman Hunter, Chairman of
am Richardson.

THE SPACIOUS CORRIDORS ON THE "PRINCE RUPERT."

THE G.T.P. WHARF AT PRINCE RUPERT, SEEN FROM THE ENTRANCE OF THE HARBOUR.

EFORE THE LAUNCH OF
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THE "CARTIER," A HYDROGRAPHIC SURVEY VESSEL, JUST COMPLETED FOR THE CANADIAN GOVERNMENT BY MESSRS. SWAN, HUNTER, AND WIGHAM RICHARDSON, LIMITED.

Photo by] [[illegible]

The Grand Trunk Pacific Steamship Service.

(Continued from page 329)

by the fact that the Canadian railways could get all the money they needed at rates of interest only $\frac{1}{4}$ to $\frac{1}{2}$ per cent. higher than that paid by British railways.

The toast of "The Visitors" was proposed by Mr. T. H. Bainbridge, and responded to by the Lord Mayor of Bristol and Mr. Alderman Twiggs, of that city, who alluded to the great impetus which would be given to trade with Canada from the West of England by the selection of Avonmouth as the terminal port of the Royal Steamship service of the Canadian Northern Railway.

Among the guests of the builders (not already mentioned) were Mr. Walker (Grand Trunk Railway), Captain Mowatt (Canadian Pacific Railway), Dr. W. H. Hadow (Principal of the Armstrong College), the Deputy Lord Mayor of Newcastle (Mr. Johnstone Wallace) and Miss Wallace, the Sheriff (Mr. W. R. Armstrong), the Lady Mayoress of Bristol, the Mayor and Mayoress of Wallsend, the Mayor and Mayoress of Jarrow, Mr. and Mrs. Bell, Colonel and Mrs. Erskine, Mr. T. B. Clougher, Mr. A. H. Bate, Mr. Drummond (London and South-Western), Captain T. L. Evans, Captain John Evans, Mr. F. B. Girdlestone (Bristol), Captain and Mrs. Thomas Hunter, Mr. and Mrs. H. Ingledew, Mr. W. Lefroy, Captain Lord, Captain Morris (London, Brighton and South Coast Railway), Mr. Metcalfe (American Consul), M. Monnet (French Consulate), Mr. Holzaptel (German Consul) and Mrs. Holzapfel, Mr. and Mrs. Montaldi (Italian Consulate), Mr. and Mrs. Mothersole, Mr. and Mrs. T. H. Patterson, Mr. L. Peskett, Mr. and Mrs. Pole, Mr. Reid (Belgian Consul), Mr. and Mrs. W. Ross, Mr. and Mrs. H. B. Rowell, Mr. E. Robbins, Mr. and Mrs. Launcelot Smith, the Rev. and Mrs. Wardroper, Prof. and Mrs. Welch, and Mr. Yardley (Midland Railway Company).

DETAILED DESCRIPTION OF THE VESSELS.

The *Prince George* is almost an exact duplicate of the *Prince Rupert*, which was launched at the Wallsend Shipyard last December. Both vessels have two pole masts and three funnels, and their straight stems and rounded cruiser sterns give them a smart appearance. Both are built to the highest class of the British Corporation for the intended service, and will comply with the Board of Trade regulations for passenger steamers. The twin-screw engines, and also the boilers, have been built by the Wallsend Slipway and Engineering Co., Ltd. The engines are triple-expansion, with four cylinders and cranks balanced on the Yarrow, Schlick, and Tweedy system, to ensure smooth running without vibration. The service speed of the ships is to be about 18 knots an hour. The chief dimensions of the *Prince George* and *Prince Rupert* are 320 ft. over all in length, 42 ft. 2 in. broad, with a depth of 18 ft. to the main deck. On the shelter and main decks are long houses, giving elegant and spacious accommodation for about 220 first-class passengers, and some 1,500 excursionists can also be comfortably carried. There will be refrigerator chambers for preserving dairy produce and other food, and the ships will be fitted throughout by electricity and heated by steam radiators, and also provided with an installation of wireless telegraphy.

INTERVIEW WITH THE CAPTAIN OF THE "PRINCE RUPERT."

After completing satisfactory trial trips to test her guaranteed sea speed of $18\frac{1}{2}$ knots per hour, the *Prince Rupert* is now taking in coal and stores prior to sailing for the Pacific coast terminus of the Grand Trunk Pacific Railway. Speaking to a representative of *Canada*, Captain Davis said: "We are going out in ballast, and will only use two of the four boilers on the voyage, in order to economise coal, but it is likely, even with half power we will average 12 knots per hour during our long trip. It is probable that we shall call at St. Vincent, Cape Verde Islands, at Rio Janeiro or Monte Video, and at Corronal, in Chili, South of Valparaiso, on the west coast of South America, for coal." In reply to other inquiries, Captain Davis said: "I visited Victoria and Vancouver a few years ago, but my recent commands have been in the service of the British and Chilian Steamship Company. I am looking forward to actually seeing the progress which British Columbian ports have made during the last few years, but only upon my arrival on the coast, when I have seen Captain Nicholson, the resident superintendent of the Grand Trunk Pacific steamships, will it be decided if I remain in the service of the company. Our crew generally," added Captain Davis, "is merely signed on for the outward voyage."

These two vessels will inaugurate an important service along some 750 miles of the beautiful coast of British Columbia, threading their way among innumerable islands between Prince Rupert and Vancouver Island, and thence to Tacoma or Seattle. The route will undoubtedly be popular among tourists, as it embraces some of the finest scenery that can be seen anywhere from the deck of a ship. The town of Prince Rupert, the western terminus of the Grand Trunk Pacific Railway, stands on the same latitude as London, and has a temperate climate. The harbour is immense and perfectly sheltered by the surrounding land. The town will become the focus of a vast region rich in food products, minerals, and timber. It also lies 500 miles nearer Yokohama than San Francisco, so that much time may be saved to travellers from Europe and Canada bound for Japan by the G.T.P. new route.

THE "CARTIER."

Visitors who attended the launch of the G.T.P. s.s. *Prince George* at Newcastle-on-Tyne on Thursday in last week also had an opportunity of inspecting the twin-screw steamer *Cartier*, which had performed a very successful trial trip.

The vessel has also been built and engined at the Neptune Works, Newcastle-on-Tyne, of Swan, Hunter and Wigham Richardson, Ltd., from the designs of Mr. R. L. Newman, C.E., of Victoria, B.C. The steamer has been built for the Hydrographic Service of the Canadian Government, and one feature of her design is her sub-division into a large number of watertight compartments, which will add to her safety when she is, as very frequently happens, in uncharted waters. She is 164 ft. in length by 29 ft. beam, by 15 ft. depth, fitted with twin-screw triple-expansion engines, supplied with steam by two boilers working under Howden's system of forced draught. On the trial trip everything worked without the slightest hitch, and although the weather was by no means favourable, a speed of over $11\frac{1}{2}$ knots per hour was attained. The equipment for her special work is very complete, including a Lucas sounding machine, together with a sounding poney. The chart-room is specially large, and has a large table well adapted for drawing. For in-shore sounding two gasolene launches are provided, and they are fitted with drawing-boards. A photograph of the *Cartier* appears in our middle page of illustrations.

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HUDSON'S BAY COMPANYS FUR SALES.

Increased prices obtained in London.

The Hudson's Bay Company's annual fur sales took place in London on March 7, 8, 9, and 10, and were well attended by buyers from the leading European and American firms. The number of skins offered was larger than last year, the increase being particularly marked in the case of musquash, of which 194,793 were offered, against 4,780, though in some other descriptions there was a considerable falling-off. As a whole, the fur trade has continued very active since the beginning of the year, and Messrs. P. R. Poland and Son, the well-known London fur and skin merchants, remark in their current report that the high prices paid in January do not appear to have hindered sales. Owing to good trade and keenness in securing stock, in spite of the large quantities offered, values have in no wise given way, but rather in several instances show an advance. The Hudson's Bay prices had, of course, to come into line with the changes which had occurred since their last March sale. Choice quality lots of all articles were in extraordinary request at this month's sales, and several records were established.

The following shows the values obtained by the Hudson's Bay Company compared with a year ago:—

Otter.—(5,484: last March, 6,351). Sold very irregularly, but may be quoted 5 per cent. dearer on an average. Dark marks were more in request, excepting Firsts of the E.B. mark, which declined slightly; on the other hand, E.B. 2nds rose to same price as or more than the No. 1. Mostly bought for Germany, and some for Canada.

Fisher.—(2,518; last March, 3,581). In great demand for all countries, especially France, and are 25 per cent. dearer, fine dark even more, 200s. being highest price paid for Canada I. small.

Silver Fox.—(275; last March, 395). Again a reduced offering, but of good quality, and are 100 per cent. dearer than last March, but about last January quotations; the fine dark hardly advanced as much. £370 was highest price paid.

Marten.—(29,015; last March, 23,576). Although at commencement of sale prices were somewhat weak, they hardened afterwards to full last March rates, and the choice dark marks even more, the fine FG realising 186s. Mostly bought for home market.

Ermine.—(34,194; last March, 26,872). 10 per cent. dearer.

White Fox.—(4,786; last March, 2,061). More than double last year's supply, but nevertheless 20 per cent. higher. In great demand, chiefly for England and Germany. The highest price paid was 111s. for fresh No. 1.

Red Fox.—(3,382; last March, 3,625). In great request for Germany, America, and France, at an advance of 15 per cent. on last March. The home trade took less interest than last year.

Cross Fox.—(1,377; last March, 1,777). Are 15 per cent. dearer, about one-half purchased for Russia, and rather more than one-half bought for dyeing purposes.

Blue Fox.—(28; last March, 14). 10 per cent. dearer.

Mink.—(21,666; last March, 17,804). Mostly improved 10 per cent. on last year's prices. Chiefly taken for Germany.

Lynx.—(3,455; last March, 9,664). About a third of quantity catalogued last March, and nearly all bought for America at 30 per cent advance, 174s. being highest price paid for EB fine large.

Wolf.—(3,101; last March, 3,836). Prairie were neglected and declined 10 per cent. Timber remain without material alteration in value. Mostly bought for United States and Germany.

Wolverine.—(807; last March, 760). Are 10 per cent. dearer.

Skunk.—(1,642; last March, 1,561). Advanced 20 per cent.

Musquash.—(194,793; last March, 4,780). A much increased offering for March. Sold at about January prices.

Beaver.—(3,053; last March, 1,131). Mostly went at January rates, but good large sizes declined 10 per cent.

Badger. (175; last March, 129). Sold at last March prices.

Bear, Black. (4,579; last March, 4,041). In great request for England and France, and are generally 25 per cent. dearer, large rough are, however, 50 per cent. dearer, and small skins even 100 per cent. in advance of last year. Thirds and fourths remain at former prices, and were bought for Germany, as usual. 200s. was paid for first large rough and 160s. for firsts small.

Bear, Brown. (453; last March, 397). Advanced 10 per cent., the light colours even more (about 25 per cent.).

Bear, Grey. (95; last March, 122). Sold at last March prices.

Bear, White. (71; last March, 93). Mostly of indifferent colour, and sold at about former prices. £35 was, however, paid for a specimen skin.

Musk Ox. (76; last March, 107). Sold on an average about 20 per cent. cheaper, and all purchased for Canadian requirements.

Hair Seal.—(1,518; last March, 1,766). The LWR mark was neglected and declined 30 per cent. The EB remain at March prices.

Fur Seal, Copper Island. (5,811; last March, 3,145). An increased offering with a much greater percentage of large skins than usual, and sold at an average advance of 30 per cent. on last March prices. The rise was most on the small sizes.

Railways, Shipping, and Commerce.

COMPLETION OF GRAND TRUNK PACIFIC TO EDSON.

The Grand Trunk Pacific has now been completed as far as Edson, 120 miles west of Edmonton. From this point Foley, Welsh, and Stewart, the contractors, have one thousand teams hauling supplies and caching them along the survey as far west as Tete Jeune Cache, which is over the hill across the Yellowhead Pass. Beyond the Pass the work along the Fraser, the Nechaco, and the Bulkley will be considerably lighter than it is near the summit, and very much lighter than it was along the Skeena, where the grade is now being finished.

Following the Grand Trunk Pacific in "opening a wedge" into the undeveloped area of the Province, the British Columbia Government is accelerating the work of subdividing the country into townships, and an advance guard of settlers are tramping in upon the heels of the surveyors.

Fort George, on the Fraser River, in the heart of the Rockies, and on the route of the Grand Trunk Pacific, may become the metropolis of what is beginning to be called the "New B.C."

The Grand Trunk Pacific Yorkton-Regina line has been completed to Yorkton, and is expected to reach Regina by the end of the year. This line will eventually extend to Moose Jaw, Medicine Hat, and Lethbridge.

Engineers who have been over the survey of the Grand Trunk Pacific from Tofield and Calgary report a splendid rich and fertile country, especially in the vicinity of Red Deer and on the Red Deer Valley section. Settlers are rushing in south of the new junction town Camrose, to which the Grand Trunk Pacific is now completed, and by the time the line is finished many of these new settlers will have wheat to ship out.

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NEW TOWNS ON THE CANADIAN PACIFIC RAILWAY.

A despatch from Winnipeg states that at least thirty new towns will be created in the West this year as a result of the building of new lines by the Canadian Pacific. It is believed that about as much new work will be done by the Canadian Northern as by the Canadian Pacific in the prairie provinces, and some new branch lines will be built by the Grand Trunk Pacific.

Mr. J. L. Doupe, assistant land commissioner of the Canadian Pacific Railway, states that in the new town of Carmangay, the present terminus of the line from Kipp, sales of lots on the first day of the sale amounted to fifty thousand dollars. Carmangay already has an electric light plant, and there is coal and sandstone for building purposes in close proximity to the town. In Acme, the present terminus of the line from Langdon, there has been sold by private sale $20,000 worth of lots on the first day of the sale and $10,000 worth since. In Castor, the terminus of the Lacombe branch, lots to the value of $50,000 were sold in one day by auction. Castor is beautifully situated on Beaver Dam Creek, and has coal and sandstone in the immediate vicinity. A surprising new town is Carlstadt, on the main line of the railway, forty miles west of Medicine Hat. It was not expected that the town would ever be created at this point, but this has occurred, and about $10,000 worth of lots have been sold by the company. At Outlook the sale of lots the first day was $60,000.

The Canadian Pacific Railway announces that its new branch from Langdon, just east of Calgary, northwards as far as Acme, on the Kneehills Creek, has been opened for traffic. This line runs up through the centre of the irrigation belt, and is the forerunner of a network of lines to serve purely irrigated territory.

Application has been made to the Dominion Parliament for the incorporation of the Buctouche Railway and Transportation Company to build a line from Buctouche to Richibucto in New Brunswick and from West Point to Coleman on Prince Edward Island, and to establish water connection between Buctouche and West Point.

THE C.N.R. STEAMSHIP SERVICE.

We are officially informed that the Canadian Northern Railway Company have decided to start a new line of steamers which will be known as the "Royal Line," and will run during the summer months from Bristol to Quebec and Montreal, and probably from Bristol to Halifax during the winter months. The boats will be known as the *The Royal Edward* and *Royal George*. They are expected to prove the fastest boats running to Canada, and have accommodation for 350 first, 230 second, and 600 third-class passengers. A station, costing £30,000, has just been completed at Bristol, and the Canadian Northern Railway Company will be the first to use it. The Harbour Commissioners have adopted all the latest modern arrangements for the rapid dispatch of passengers and baggage, and special boat trains will be run by the Great Western Railway Company. Sailings from Bristol direct to Quebec and Montreal will begin on the third Thursday in May. The head office of the company is in London, and agencies are being opened in all the principal business centres in the provinces.

A Bristol Alderman's Opinion.

Among the visitors to Newcastle-on-Tyne last week to witness the launch of the s.s. *Prince George* for the service of the Grand Trunk Pacific Railway Company were the Lord Mayor of Bristol, Mr. Edward Robinson, the Lady Mayoress, Mr. Aldermann Twiggs, and Mr. F. B. Girdlestone, general manager of the Bristol Dock Corporation. These gentlemen, in conversation with a representative of *Canada*, expressed their extreme satisfaction at the selection of Avonmouth as the terminal port of the new Canadian Northern Railway Transatlantic steamship service, a result which must certainly tend to increase the trade between Canada and the great area of which Bristol was the natural ocean port. Mr. Girdlestone, who has for many years devoted much time and energy to promoting an improved Transatlantic service from the western point, spoke of the hearty co-operation of the Great Western Railway Company in offering attractions to the Royal Steamship Company to make Avonmouth its terminus; indeed there would be a magnificent service for both passengers and freight from Bristol to all points.

At the reception given by Messrs. Swan, Hunter, and Wigham Richardson, Limited, the builders of the *Prince George*, alluded to on another page, Mr Alderman Twiggs said it had been a real treat to him to come to Newcastle and to visit what he believed to be the first shipbuilding yard in the country, which turned out the biggest and best ships. He also thanked Alderman Hunter for the reference he had made to the new steamship service. There was no rivalry, so far as they were concerned, between the three great railways of Canada. Each of them had its own territory to serve, and produce to bring from each. Produce had to be raised, and that produce had to be sold to somebody, and there were no better customers for it than were to be found in the United Kingdom, and with due respect to Newcastle he would say that there was no better port to which to bring that produce than Bristol. Alderman Hunter had told them that Newcastle was the home of the first locomotive, and he was glad to come from a city which was the home of the first steamship that crossed the Atlantic. The *Great Western* was designed and constructed in 1837, and sailed from their port. There was no rivalry between these ports, but rather, he would say, emulation. He agreed that they were only at the beginning of the Canadian traffic. The country had immense room for further development, and the growth of its trade with the United Kingdom would soon attain enormous proportions.

In an interview with union officials in Montreal, a representative of the *Herald*, of that city, was informed that there is little likelihood of trouble in the principal building trades this season. Bricklayers will receive a minimum wage of 45 cents (1s. 10½d.) per hour, and carpenters 30 cents (1s. 3d.) per hour. Painters and decorators have not yet agreed upon the wage schedule.

STEAMSHIP SAILINGS.

Allan Line.—From Liverpool to Halifax and St. John:—

March 24. S.S. *Corsican*.
April 1.—R.M.S. *Virginian*.
April 7.—S.S. *Tunisian*.
April 15. R.M.S. *Victorian*.

From London to Halifax and St. John:—
March 30.—S.S. *Pomeranian*.
From Glasgow to Halifax:—
March 26.—S.S. *Pretorian*.
April 2.—S.S. *Hesperian*.
April 9. S.S. *Numidian*.

C.P.R. Line.—From Liverpool to Halifax and St. John:—

March 25.—R.M.S. *Empress of Britain*.
March 30. S.S. *Lake Manitoba*.
April 8.—R.M.S. *Empress of Ireland*.

White Star Dominion Line.—From Liverpool to Halifax and Portland:—

April 7—S.S. *Canada*.

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OUTGOING AND INCOMING CANADIAN MAILS.

In addition to the direct Canadian mail from Liverpool via Halifax, despatched from London early on Friday morning, mails for Canada will be despatched from London during the ensuing week as follows:—Saturday, March 19, noon, per Cunard R.M.S. *Lusitania*, via Queenstown; Tuesday, midnight, March 22, specially addressed per *Kaiser Wilhelm II.*, via Southampton; Wednesday, March 23, afternoon, per R.M.S. *Adriatic*, via Queenstown; and Saturday, March 26, noon, per R.M.S. *Campania*, via Queenstown

The mails due from Canada during the week are:—To-day (Saturday), per R.M.S. *Empress of Britain*, from Halifax, and per R.M.S. *Adriatic*, via New York; Wednesday March 23, per R.M.S. *Campania*, via New York; Saturday, March 26, per Allan R.M.S. *Virginian*.

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EXTRA ALLAN LINERS FOR CANADA.

In view of the exceptional demand for accommodation in the Allan liners to Canada this spring, it has been arranged to send the *Grampian* as a special steamer to Halifax and St. John, N.B. on Tuesday, March 22. It has also been arranged for the *Hesperian* to call at Liverpool, April 3, to embark any passengers who may wish to sail that week who have been unable to obtain berths in the same company's triple-turbine mail steamer *Virginian*. The *Grampian* and *Hesperian* are two of the Allan Line's latest additions to their Canadian fleet, and the company's decision to make these extra calls at Liverpool will provide additional high-class accommodation for second and third-class passengers.

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THE NEW AUSTRALIAN SERVICE.

The contract made by the Dominion Government for a direct service between Atlantic ports of Canada and Australia provides for a monthly service by the New Zealand Shipping Company. The subsidy is to be $10,000 per month, and the freight rates paid are not to exceed the rates from U.S. Atlantic ports to Australia; the through rates from similar internal points are to be identical. The steamers will leave Montreal in the summer, and St. John in the winter, with a call at Halifax.

It is hardly probable that Montreal will have her floating dry-dock for some time, said Mr. David Seath, Secretary of the Harbour Commissioners, in Montreal recently. The proposed docks in the lower St. Lawrence at or near Quebec, and the dock at Halifax, will amply cover the need for the present, and the Commissioners will first undertake the improvements to the general facilities of the port for shipping and discharging cargo, etc.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The January bank statement shows another heavy increase in savings deposits, which now total $508,207,804. This is a new high record mark and an increase of $9,000,000 during the month.

—At the annual meeting of the Dominion of Canada Rifle Association, held recently, the association asked that the annual Government grant be increased. The officers elected were: Hon. President—Sir Frederick Borden. President—Colonel Sam Hughes, M.P. Vice-presidents—Lieut.-Colonel W. C. MacDonald for Ontario; Lieut.-Colonel E. B. Ibbotson, of Montreal, for Quebec; Hon. L. G. Power, of Halifax, for Nova Scotia; Colonel Tilton, of Ottawa, for New Brunswick; Colonel S. B. Steele, of Winnipeg, for Manitoba; Lieut.-Colonel E. G. Prior, of Victoria, for British Columbia; Lieut.-Colonel Davidson, of Charlottetown, for Prince Edward Island; Colonel Cruickshanks, of Calgary, for Alberta; Lieut.-Colonel Gwynn for Saskatchewan.

——The Canadian Artillery Association held its annual meeting recently in the Parliamentary Restaurant. Lieut.-Colonel R. Costigan, of Montreal, presided. Among those present were Earl Grey, Lord Lanesborough, and Sir Frederick Borden. The officers elected were: President, Lieut.-Colonel N. F. MacNachtan, of Cobourg; vice-president, Lieut.-Colonel E. M. Renouf, of Montreal; Lieut.-Colonel J. Davidson, of Guelph; Lieut.-Colonel A. Flowers, of Halifax; Lieut.-Colonel J. J. Penhale; secretary, Major E. C. Arnoldi; treasurer, Lieut.-Colonel W. J. Hurdman; auditor, Captain J. L. Blatch.

—The customs revenue for the first eleven months of the fiscal year totalled $54,081,937. These figures are $500,000 in excess of the like period in 1907, the largest previous year.

Toronto.—The Bloor Street site for the Technical School will be purchased from the Board of Education by the Provincial Government, as a site for the residence of the Lieutenant-Governor, for $90,000.

A Bill has been introduced in the Legislature by Sir James Whitney, giving control of the streets of this city to the Provincial Railway Board, abolishing the right of the railway company arbitrarily to select the streets in which rails are to be laid, and giving the City Council power to build lines along streets to which the company will not extend its services.

——The Board of Trade proposes the reclamation of Ashbridges Bay. If this work is done the land would provide $10,000,000 worth of sites for factories.

Considerable progress has been made in the organisation of the new Provincial Police Force. The body of men now being created will administer a vast area of unorganised territory in Northern or New Ontario. It resembles the Royal North-West Mounted Police, except that the men will travel mostly by train and canoe.

——At the annual meeting of the dry goods section of the Toronto Board of Trade the following officers were elected: Chairman, Mr. W. R. Smallpiece; vice-chairman, Mr. Charles Marriott; secretary-treasurer, Mr. F. G. Morley.

——The Toronto bank clearings for February are £22,602,740, as against £20,547,946 in February, 1909, an increase of £2,054,790.

——Customs collections at the Port of Toronto for February totalled $1,244,477.83, as compared with $1,027,511.28 for February, 1909. The total revenue collected at this port for the eleven months just ended amounts to $11,194,535.74, a gain of $2,625,238.97 over the same period last year.

——Mr. E. B. Osler, M.P., the President of the Ontario Rifle Association, has given a trophy, valued at $500, for competition at the annual shoot next year.

The local Canadian Club has held its annual general meeting at the municipal buildings and elected officers for the current year as follows: President, Mr. A. J. McComber; vice-presidents, Mr. H. B. Dawson and Mr. C. E. King; recording secretary, Mr. D. L. Cranston; corresponding secretary, Mr. J. F. Hewitson.

Port Arthur.—Plans for the proposed dry dock here, which will cost $1,500,000, have been filed.

The gross earnings of the Port Arthur and Fort William street railway for January amounted to $7,635.35, and the net earnings to $2,255.90.

—The Western Dry Dock and Shipbuilding Company has filed its plans in the registry office here for the construction of docks and plant at a cost of $1,500,000.

Fort William.—The merger and sale of the James Pender Company, makers of wire nails, to a Canadian syndicate, is arranged. The Kaministiquia Power Company, of Fort William, is interested. The headquarters will be at Fort William, where work on a new plant will begin in a few weeks.

The acting Mayor and the City Treasurer have issued a cheque for $100,000 in payment of the last instalment of the Grand Trunk Pacific $500,000 bonus.

St. Catharines.—With the co-operation of all the fruit growers in connection with the Niagara District Fruit-growers' Association, three commission houses in Montreal, Toronto, and Winnipeg respectively, and one each in Quebec, Ottawa, and London, will probably be established in the near future to handle the fruit from this vicinity. A stock company to cover the district will be formed in connection therewith.

QUEBEC PROVINCE.

Quebec.—The Government of Quebec has appointed Sir George Garneau (formerly Mayor of the city), Mr. F. W. Hibbert, and Mr. F. C. Laberge to the Public Utilities Commission to regulate the tramway, electric, and gas companies of the Province.

Montreal.—A taxicab company has been organised for Montreal with a capital of $300,000, and it is expected they will have vehicles operating on the streets by the middle of April. Amongst the promoters are Mr. Rodolphe Forget, M.P., and Mr. Duncan MacDonald, of the Street Railway.

——The Civic Legislation Committee has decided to recommend the Provincial Legislature to fix the salaries of the members of the Board of Control at $10,000 a year, the Mayor to receive $6,000 as chairman of the Board, and an additional $4,000 as Mayor. It is to be specifically stated also that the members, excepting the Mayor, shall give the whole of their time to their administrative duties.

——The newly-appointed Annexation Committee of the City Council has resolved to at once approach the Councils of the following municipalities and ascertain upon what terms they will join the city: Verdun, Côte St. Paul, Ville Emard, Côte des Neiges West, St. Laurent, Cartierville, Bordeaux, Ahuntsic, the Village of Sault-au-Recollet, and the part of Rosemount (2,000 acres) not already annexed to the city.

Coaticook.—A by-law calling for a loan of $122,000 has been passed by the Council at Coaticook. The by-law authorises a loan for the amount, represented by debentures of $1,000 each, payable to bearer twenty-five years from date, with interest at 4½ per cent. In order to provide for the payment of the debentures, a sinking fund of $1,220, being 1 per cent. of the loan, is provided for. To provide for the interest on the loan, amounting annually to $5,490, an annual special tax is imposed upon the real estate.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

Apples are moving out of the Province rapidly, 100,000 more barrels having been shipped from here than was the case at this time last year; but while the quality is well up to the average and the packing better than ever, the prices continue low. The fruit growers are asking where the middleman's profit is now. It used to be in the rebates. Is there some form of rebate still in existence of which the grower knows nothing?

The total assessment of Glace Bay for the past year amounts to $3,370,871, as compared with $3,429,136 for the year 1909. The figures show a total shortage of $58,265, which is chiefly due to the falling off in the income tax and personal property, together with difficulty in collections, generally owing to the strike.

The Provincial Government has purchased the Sharp Farm at Kentville as the site for a Dominion Fruit Experimental Station, the price being $11,000.

Mr. A. D. Gunn has been elected Mayor of Sydney.

A Novel System of Mail Delivery.

Unable by any other means to communicate with the mainland, residents on Magdalen Islands last month put their letters in a barrel and cast it into the open waters of the Gulf of St. Lawrence surrounding the islands. After drifting almost two weeks, the barrel bearing his Majesty's mails came ashore at Port Hastings, where it was rescued and the letters forwarded to the Halifax Post Office, some of them being forwarded to Montreal. Surmounting the barrel, which bore the messages of the Magdalen Islanders, was a little sail, and the craft was fitted with a small iron keel and rudder. On the sail were the words: "Magdalen Winter Mail," but by the time the little barrel drifted ashore at Port Hastings the sail had been torn and the mast broken by the winds sweeping across the gulf. The letters, however, which had been put in a tin can inside the barrel, were safe, though some of them were soaked with water and somewhat blurred.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

The indications are at present that the winter port business this year will far exceed the returns for any previous season. During December and January the top wharfage receipts showed an increase of $5,875.38 over the corresponding months of last season. The reason for the large increase is that there have been heavy shipments of general goods, which pay a rate of 12 cents a ton. There has been a falling off in cattle which pay three cents, and also a considerable reduction in the amount of grain, on which the rate is only one cent.

With building operations amounting to almost $5,000,000 during the past ten years, there is ample cause to feel satisfied with the

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

material advancement that has been made in this direction. The reports of the building inspectors from the year 1899 to 1909 show that the expenditure for new buildings and the remodelling and improving of old structures was $2,982,551.

The Customs collections here during February were $109,285, an increase of $7,618 over the same month of last year.

Writs of libel have been issued on the *Bengore Head* to the amount of $80,000. The *Bonaventure's* claim is $25,000 for towing the disabled ship to port and for standing by her for over twelve hours. The owners of the s.s. *Wobun* ask $5,000. The owners of The Allan liner *Pomeranian* rendered a claim for $50,000. Bonds were given to cover this amount subject to the Admiralty Court.

At Chubb's Corner, the beautiful brown stone freehold residence belonging to the estate of Mr. John H. Thomson, which was formerly Governor Boyd's residence, was recently sold at auction for $10,000.

News of the Province.

At a meeting called recently in Woodstock to consider railway facilities, Mr. F. B. Carvell, M.P., read a letter from Sir wilfrid Laurier, stating that if the Provincial Government agreed to the construction of a railway up to the Grand Trunk Pacific Railway's standard, from Grand Falls to St. John, the Federal Government would agree to lease and operate it as a part of the Intercolonial, paying 40 per cent. of the gross receipts to the Province company.

It is understood that Edmundston has been chosen as one of the divisional points upon the Grand Trunk Pacific Railway. The town agrees to a provide a water system, for which the railway will pay $2,000 per annum.

Mr. A. G. Turney, the expert in fruit growing engaged by the Department of Agriculture to assist in developing the horticultural interests of the Province, has arrived in Fredericton and entered upon his duties. His official title is Provincial Horticulturist. Mr. Turney is an Englishman of some seven years' residence in Canada, and comes from a position on the staff of the Ontario Department of Agriculture.

The lumber cut on the Miramichi River this winter is estimated at 50,000,000 feet, or 25 per cent. less than that of last year. There is reduction in cut all over the Province, due to wet weather and light snowfall.

It is announced that the pulp mill at Mispec, owned by the city and leased to an American company, will be closed, owing to dull markets. It employs over 200 persons.

PRINCE EDWARD ISLAND.

Charlottetown.—The report of the Educational Commission appointed by the Provincial Government in 1908 to investigate the whole system has submitted a report to the Legislature, recommending an increase in teachers' salaries from 50 to 60 per cent., also two schemes of consolidation—one to cost $242,000, the other $200,000. The latter is about double the present cost without consolidation. At the increased salaries the increase would be $80,000.

The Government has entered into an agreement to guarantee the bonds of Messrs. Davis and Fraser for $25,000.

At the annual meeting of the Dunk River Dairying Company the secretary reported that 2,197,588lbs. of milk were received during the year, and the value of the output amounted to $23,228.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

The Budget speech, recently delivered in the Legislature, shows the affairs of the Province to be in a highly satisfactory condition. The Provincial Treasurer, the Hon. Hugh Armstrong, announced a surplus of $624,118, and also that the securities of the Province had brought in the one case 99.51, and in the other case were sold at par, which, he said, was the best showing ever made by a Western Province. Mr. Armstrong further quoted the following figures to show the increase of business in the city of Winnipeg from 1904 to 1909, indicative of the development of the Province:—

Winnipeg bank clearings, 1904	$294,601,437
.. 1909	$770,649,322
Winnipeg post office revenue, 1904	$256,519
Ditto, eight months of 1909	$580,385
Winnipeg Customs collections, 1904	$2,640,077
Ditto, eight months of 1909	$3,210,032

Plans have been completed by the Provincial Architect for alterations and additions to the Legislative Buildings, which will cost half a million dollars. The plans provide for two wings, which will be built from the northern and southern ends of the present building, and will extend westward. Each of these wings will be of three storeys in height and contain two rows of offices. On the Kennedy Street site of the building a new front will be erected, giving additional space for the new legislative chamber, which will now have a visitors' gallery and extension above the "floor." The galleries will be provided for interested persons in such a way that it will be possible to see any portion of the House at one time.

The Attorney-General, the Hon. Colin Campbell, has introduced a Bill in the Legislature providing for the licensing of newsboys and juvenile hawkers, and setting arbitrary age and educational limits.

At a public meeting here a local branch has been organised of the British Welcome League on similar lines to that already established at Toronto. The existence of this organisation will, it is hoped, add greatly to the well-being of immigrants for all parts of the West.

With the approach of spring business affairs in the West are taking on renewed activity. There has been very little falling off in this respect throughout the winter, because the weather has been so generally mild. An especially busy period of inquiry concerning manufacturing openings is on now, and letters are pouring in steadily asking for information prior to taking the proposition up in a personal way. Chiefly, as is natural, these inquiries relate to the establishment of new factories for making farm machinery, automobiles, and motor boats, boots and shoes, clothing, building material of various sorts, and other lines that are in sharp and increasing demand throughout the West. Factories that already are in operation here find themselves with unlimited demand and must increase their producing capacity very often to keep pace with this demand.

Another new industry which will without doubt be of very great importance to the city of Winnipeg and the surrounding country will probably be working before next autumn. The Doby Engine Works Company, Ltd., of Goderich and Toronto, has formed a company here as a branch, and has applied for a Manitoba charter. The company has obtained a site for its shipbuilding yard at the foot of Water Street, and has established an office in the Bank of Hamilton Chambers on Main Street. It has secured a contract to build a steel steamer of the twin-screw type for the Arctic Ice Company

Mr. J. Yates, representing the Wrought Iron Range Company, of Montreal, is in Brandon, looking over the situation with a view to establishing a distributing branch house of his company there. The Montreal house is anxious to open up in the West, with a possibility ultimately of establishing a manufacturing plant, and Mr. Yates is strongly in favour of Brandon.

SASKATCHEWAN.

(From Our Own Correspondent.) Regina.

The city owns nearly a million dollars worth of property, and it is probable that some of this will be placed on the market at public auction. Disposal of the property in this way would give the city a good deal of money to go ahead with public improvements, and it is believed that a gas plant could be installed and paid for out of the property sales account.

During the current year the Canadian Pacific Railway is to spend in this city $500,000 on a union station, $100,000 for a subway and new freight sheds, and a further considerable sum in building three new branch lines into the city. In the construction programme for this year over 200 miles are for lines in and out of Regina. The line north to Colonsay, a point west of Saskatoon, on the Winnipeg-Edmonton main line, opens up a fine farming country, practically every acre of which will be under cultivation this year, and adds greatly to Regina's wholesale territory. The Regina-Bulyea cut-off opens up traffic to the north-eastern part of the Province, which has hitherto been largely supplied from Winnipeg. This will be of inestimable value to Regina and opens up a country already fully developed. The line south to Griffin between Stoughton and Weyburn completes connections which have long been dreamed of by Regina business houses, and the people of the southern end of the Province. This country is all settled and was under crop last season and farmers are well to do. It is anticipated further that this new line will eventually be the connecting line for further extensions south and west by way of Weyburn to Lethbridge from Regina.

The establishment of a Methodist College at Regina, for the Province of Saskatchewan, has been authorised by the special committee of the Methodist General Conference. The promoters already have $130,000 of the $250,000 required, and the intention is to erect a building thoroughly equipped and with a competent staff.

By next fall Regina will have fifteen miles of street railway and four cars. The city will spend $50,000 for new machinery at the power plant.

News of the Province.

Construction on the building in connection with the University of Saskatchewan, which will be located at Saskatoon, is to begin with the opening of the building season. The plans for the college building, students' residence, power house, live stock pavilion, agricultural and engineering departments, and horse and cattle barns have been completed, and tenders are now being called for.

What is believed to be a record horse sale for the Dominion was conducted also at Saskatoon, when 106 horses were disposed of in four and a half hours. The aggregate receipts of the sale netted $27,800, or an average price per horse of $262.

One of the largest real estate transactions in the history of the West has been recently accomplished, the transfer involving 150,000 acres of land, for which a sum of $2,000,000 was paid. The lands are in the Tramping Lake district, south of Scott, the vendor being Mr. Martin, of the Luce Land Company, and the purchasers the Canadian Real Estate Company, a firm with headquarters in Toronto.

The first municipal election of Kindersley has been held, and resulted in the election of Messrs. P. S. Reid, G. W. Baker, and

FROM EAST TO WEST.

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C. E. Rutledge as councillors. It is expected that no time will be lost in having Kindersley incorporated as a town.

A by-law to issue debentures to the amount of $17,000 for a new town hall and fire hall combined has been carried at Davidson.

Mr. Powell, general manager of the Weyburn Securities Company, has gone to Ottawa with a view to seeing the Banking Committee of the Senate in regard to a Bill for the incorporation of the Weyburn Security Bank. The erection of a building for this bank is already on the way, and an outlay of $50,000 is being made.

A large colony of French-Canadians is expected to settle in the Vonda, Langham, and the Shellbrook district early in the spring. About eighty families will move to Langham. The Baptist Church in that town has been purchased by Abbe Berube, and will be turned into a Roman Catholic church.

ALBERTA PROVINCE.

(*From Our Own Correspondent.*)

Edmonton.

The Provincial Secretary, the Hon. Duncan Marshall, has just issued a report, in the course of which he says that never before in the history of Alberta has there been a greater and more constant flow of outside capital seeking investment in the development of the natural resources than in the year just closed. This is indicated by the great number of strong financial concerns that have been registered and incorporated since the last report was issued. During the year 200 companies were incorporated, under the provisions of the Companies' Ordinance, representing an aggregate capitalisation of $19,386,000. In the same period eighty foreign companies were registered, representing $83,343.900 of capital.

Mr. A. J. Letournel has been appointed city engineer at a salary of $3,000.

In consequence of a dispute in the Cabinet, the Hon. A. C. Rutherford's Ministry sent in their resignations, and the Hon. W. Cushing, the former Minister of Public Works, who recently left the Cabinet, was expected to form a new Government. The Lieutenant-Governor of Alberta, however, declined to accept the resignation of Mr. Rutherford on the ground that, with a majority of eight in the Legislature, he still possessed the confidence of the Province On a motion of want of confidence the Rutherford Government was sustained by a majority of three. Meanwhile, Mr. Cross, the Attorney-General has returned to the Cabinet.

At a meeting of the Council, the Public Works estimates for the current year, totalling nearly $1,500,000, were adopted. The amount is to be expended in the extension of Edmonton's civic-owned utilities. W. R. Francis, an expert engineer, of Montreal, who has been investigating the trouble at the local power house, has left for the East. The report, which has cost $300, will be submitted in three weeks.

The Strathcona board of trade has been advised by the Hon. Wm. Pugsley that a new armoury and post-office, to cost $200,000, will be erected this year.

News of the Province.

At a special meeting of the Alberta Club held in Calgary it was decided to remove from the present premises, and spend over $20,000 in furnishing and fitting up the finest commercial club between Winnipeg and the coast.

Some Calgary men have purchased, at the summit of Goat Mountain, at Creston, for a game preserve, an area of 1,200 acres, including lakes and streams.

The expenditure of the Canadian Pacific Railway in Alberta during the present year on roundhouses, machine shops, and new lines, will be about $4,000,000. Of this amount about $630,000 will be expended in Calgary alone.

The municipal street railway of Calgary is already paying handsomely. To date $476,000 has been expended upon it, and since the first two cars started last year the gross earnings have been £54,000. Of this sum the net profit to the city after paying interest is $10,001. In a short time the hydro-electric plant will be running, and the cost of the operation of the street railway will be greatly reduced.

The Public School Board of that city has decided that it will require $144,584.50 to carry on the schools for the present year. The receipts will, however, amount to about $2,000, and together with the Government grant of $20,000, will reduce the amount to $122,594. The largest item in the estimates is for teachers' salaries, which will amount to $70,500, an increase of $13,000 over last year.

The police census of the city of Lethbridge, just completed, shows a population of 11,134 with a few returns to come in yet. A year ago the census showed 6,020, an increase in thirteen months of nearly 85 per cent.

At the annual meeting of the Killam Board of Trade the annual election of officers occurred, when the following were elected: Mr. Chas. Stewart, M.P.P., honorary president; Mr. Jes. A. Dobery, president; Mr. W. E. Larson, vice-president; Mr. A. D. Jardine, secretary treasurer.

Mr. George F. Root, of Red Deer, has sold his home farm, "Spring Bluff," for $32,000, or at the rate of $50 an acre. Mr. Root bought the land eight years ago for $6,000.

BRITISH COLUMBIA.

Victoria.—The Provincial Government has announced that it is about to refer the question of the location of the Provincial University to a commission, which will be composed of outside educationalists who have no direct interest in the matter.

The Victoria branch of the Vancouver Island Development League, at its annual meeting in the financial statement, showed a surplus of $336. The election of officers for the ensuing year resulted as follows: President, Mr. J. J. Shallcross; first vice-president, Mr. A. W. McCurdy; second vice-president, Mr. A. E. Todd.

--The contract has been awarded to the Fairfield Shipbuilding and Engineering Company, of Glasgow, for the construction of the new *Princess* steamer to be built for the night run between Victoria and Vancouver in the place of the steamer *Charmer.*

——-The steam whaler *Sebastian,* bought by the Pacific Whaling Company from one of the whaling companies operating in the Gulf of St. Lawrence, has passed into the Pacific, and is now on her way to Victoria. The steamer *Titan,* of the Blue Funnel Line, is bringing another steam whaler, a vessel built in sections at the yards of a Norwegian shipbuilding company of Christiania, which makes a specialty of construction of steam whaling craft. The intention is to operate the four whaling steamers off the west coast of Vancouver Island, two being operated from Sechart and two from the Kyuquot station.

- Captain Tatlow, as ex-Minister of Agriculture, was the recipient of a testimonial a short time ago at the banquet closing the annual convention of the Provincial Stock-Breeders' Association, a handsomely engrossed address being presented representative of appreciation of the results achieved during Captain Tatlow's administration of the department.

Vancouver.—The building permits for the first half of February indicate that the total of the department for that month will show a large advance on the business for the corresponding month last year. The estimated value of the buildings authorised during the month during the above period stood at $396,975. This is within $12,680 of the total of $408,655, the February record of the department.

——The Vancouver Power Co. is making initial preparations for the installation of a 20,000-h.p. unit at the Lake Buntzen plant, which, when completed, will cost $500,000.

——Mr. M. Hutchinson, of Vancouver, has just completed negotiations for the sale of a timber tract on the mainland, comprising 120 claims, for $1,000,000.

- - The South Vancouver Board of Trade has just received from Ottawa its charter of incorporation.

—The Vancouver Terminal Railway and Dock Company proposes to connect Vancouver with New Westminster by an independent terminal road, with the intention of connecting the former city with any road that might hereafter come down along the Fraser River, and to connect with a dock in English Bay.

New Westminster.—A block of land adjoining Sapperton School has recently been sold for $16,000.

Owing to rapid growth of business, the capital of the New Westminster Trust Company has been increased to $1,000,000.

Revelstoke.—A special audit has shown the city's water, light, and power plant to be a most valuable asset of the city, bringing in a revenue of from $10,000 to $12,000 a year over all expenses. The fixed charges of the city absorb the whole of the ordinary revenue with a tax rate at 30 mills, and leave nothing for improvements; and the exchange of the water, light, and power debentures from 25 years to 50 years, recommended so as to reduce the sinking fund charges, thereby saving the city about $6,000 a year, which would be available for general civic improvements. The report showed the city had a surplus borrowing power of $70,000 on general account and $200,000 on water, light, and power account.

The Mayor of Revelstoke, at the annual citizens' meeting, declared the gas power plant a failure. It had cost $42,000, when a $10,000 steam plant would have been sufficient. It had increased the insurance on the building by $1,800.

Prince Rupert.—The Dominion Government Hydrographic Survey has made a complete survey of Prince Rupert Harbour and approaches, which shows that the entire harbour from the entrance to the extreme end of the upper harbour, a distance of fourteen miles, is entirely free from rocks or obstructions of any kind, and of a sufficient depth to afford good anchorage. The entrance to the harbour is perfectly straight, 2,000ft. in width at the narrowest part, with a minimum depth of 36ft. at low tide, and for a width of 1,500ft. a minimum depth of 60ft. The Provincial Government has announced that a special charter will be granted Prince Rupert early this year, giving its citizens power to incorporate and assume the duties of municipal government.

Summerland. Mr. R. M. Winslow of the Provincial Horticultural Department has inaugurated fruit-packing schools in the Okanagan Valley, the first of which was commenced at Summerland.

Arrow Lake.—The Canadian Pacific Railway will add another to the list of hotels in the West this year at Arrowhead. Plans for the building are complete, and work on the new building will be commenced very shortly. The structure will be similar in some respects to the chalet at Lake Louise, and will cost $100,000.

NOVA SCOTIA STEEL AND COAL COMPANY, LIMITED.

Head Office: NEW GLASGOW, NOVA SCOTIA.

Notice to Shareholders.

NEW GLASGOW, N.S.,
February 18th, 1910.

The Ninth Annual General Meeting of the Company will be held in the Y.M.C.A. Parlour, New Glasgow, Nova Scotia, on

WEDNESDAY, 30th day of March, 1910, at 12 o'clock Noon,

to receive the Annual Statement and Report, and for the election of Directors, and for the transaction of such other business as may come before the meeting.

ARCH. McCOLL, *Secretary*.

Your Directors herewith submit their Ninth Annual Report with statement of assets and liabilities, and abstract of profit and loss account for the year ended December 31st, 1909

The profits for the year amounted to $907,949.00, as compared with $734,701.53 for 1908. In view of the depressed condition of business during the greater part of the year, this result should be regarded with satisfaction by the shareholders.

The amount at the credit of profit and loss account on January 1, 1909, was $1,219,221.07, against which the stock dividend of $1,000,000.00 declared in December, 1909, was charged.

The various amounts transferred to the Reserve Fund and Fire Insurance Fund, and written off for improvements and betterments, are shown by the accounts.

A sum of $184,453.54 for Premium and Commission on redemption of old and issue of new bonds has been paid out of the profits of the year.

The balance carried forward to the credit of profit and loss account is $336,807.38.

The sum of $362,653.17 has been expended during the year on capital account, in the development of the submarine iron ore areas at Wabana, and for improvements, plant, &c., elsewhere.

The volume of business transacted by the Company during the year shows a substantial increase, and is in excess of any previous year, and it is expected that there will be a still further increase in 1910.

The development of our submarine iron ore areas at Wabana was continued, the main slope being extended through these areas a further distance of 1,470 feet. The slope is now about 1,650 feet into our own areas from their southern boundary. The development work carried on has fully confirmed the estimates previously made as to the vast quantity of ore contained in, and the great value of these areas. The plant for the operation of these submarine mines is now being installed.

Considerable extensions and improvements have been made to the mills at New Glasgow, and further extensions and improvements will be made in 1910 with a view to increasing the output of finished steel.

The reorganization of the finances of the Company, authorised by the shareholders, has been carried out. A new issue of $6,000,000.00 5 per cent. First Mortgage Bonds and an issue of $1,000,000.00 6 per cent. Debenture Stock were made; $3,500,000.00 of the Bonds and the $1,000,000.00 6 per cent. Debenture Stock were sold in Canada, and the two former issues of 6 per cent. Bonds were paid off and cancelled The balance of $2,500,000.00 of the Bonds remains in the Treasury. No portion of the premium on the retirement of the old Bonds nor of the commission on the new issue has been charged to Property Account.

The regular dividend of 2 per cent. quarterly has been paid on the preferred shares, and on January 15th a quarterly dividend of 1 per cent. was paid on the ordinary shares, and the Directors have declared further dividends of 1 per cent. on the ordinary shares and 2 per cent. on the preferred shares, payable on April 15th, to shareholders of record on March 31st, 1910.

All of which is respectfully submitted.

ROBERT E. HARRIS,
President.

February 18th, 1910.

Nova Scotia Steel and Coal Company, Limited.

GENERAL STATEMENT, DECEMBER 31st, 1909.

ASSETS.

PROPERTY AND MINES:		
Cost of Properties owned and operated by the Company		$12,582,191.22
CURRENT ASSETS:		
Inventories (raw and manufactured materials and stores)	$1,134,258.84	
Ledger Accounts and Bills Receivable	652,280.15	
Cash in Bank	217,029.15	
		2,003,568.14
		$14,585,759.36

LIABILITIES.

CAPITAL STOCK:		
Preferred	$1,030,000.00	
Common	6,000,000.00	
		$7,030,000.00
BONDS:		
Total Issues	$6,000,000.00	
Less in Treasury not issued...	2,500,000.00	
		3,500,000.00
DEBENTURE STOCK:		1,000,000.00
CURRENT LIABILITIES:		
Pay Rolls and Accounts not yet due	$193,550.86	
Bond coupons due Jan. 1st, 1910	87,500.00	
Debenture Stock Interest, payable Jan. 1st, 1910 ..	30,000 00	
Quarterly Dividend on Preferred Shares, payable Jan. 15th, 1910	20,600.00	
Quarterly Dividend on Ordinary Shares, payable Jan. 15th, 1910	60,000.00	
Bills payable and Cash advances	607,458.75	
		999,109.61
GENERAL RESERVE:	750,000.00	
SPECIAL RESERVE ACCOUNTS:		
Reserve for General Depreciation and for unusual Expenses and Renewals	924,562.40	
FIRE INSURANCE FUND	45,279.97	
		1,719,842.37
SURPLUS PROFIT AND LOSS		336,807.38
		$14,585,759.36

ABSTRACT OF PROFIT AND LOSS ACCOUNT.

DR.

1909.	Dec. 31st.	Interest paid on bonds and to bank, etc....	$247,836.89
		Interest paid on debenture stock	30,000 00
		Paid on sinking fund	35,700.00
		Dividend on preferred shares	82,400.00
		Dividend on ordinary shares	60,000.00
		Bonus Stock Dividend on ordinary shares	1,000 000 00
		Directors' remuneration	12,500.00
		Transferred to reserve funds for depreciation, renewals, etc.	77,669 00
		Improvements and betterments to plant written off ...	52 173.58
		Commissions and Premiums on converting Bond Issues written off	184 453.54
		Transferred to fire insurance fund	7,629.68
		Balance carried forward	336,807.38
			$2,127,170.07

CR.

1908.	Dec. 31st.	By balance	$1 219 221.07
1909.	Dec. 31st.	By profits for year ended Dec. 31st, 1909	907,949.00
			$2,127,170.07
1909.	Dec. 31st.	By balance	$336,807.38

We have examined the Vouchers and audited the Books of the Nova Scotia Steel and Coal Company, Limited, for the year ended December 31st, 1909, and certify that the annexed balance sheet contains a true and correct statement of their affairs at that date.

J. HEYWOOD MACGREGOR, } *Auditors.*
F. H. OXLEY, F.C.A., }

NOTES ON INSURANCE.

Last week we dealt with the possibilities afforded to British insurance companies by a careful admixture of high-class Canadian with home investments, and published an interesting comparison showing the respective yields on two representative groups of securities, the one purely British, the other Canadian But it must not be forgotten that there is another opening for the investment of insurance funds in the Dominion, which presents even greater attractions to those responsible for the employment of these funds than public securities. We refer, of course, to mortgages, which are largely utilised by insurance companies, and are deservedly held in high esteem. We have no hesitation whatever in saying that money invested in first-class Canadian mortgages would produce with perfect safety quite six per cent. per annum.

Those home offices doing business in Canada are, of course, quite well aware of this fact, and, no doubt, if their lists of investments could be scrutinised, it would be found that they have large sums placed out to good advantage in Canada. But there are many companies who are ultra-conservative, and who have not yet learned that a first-class mortgage on property in Toronto, Montreal, Winnipeg, or Vancouver is quite as safe as one charged on buildings in Birmingham, Manchester, or Liverpool, whilst the advantage in the all important matter of interest amounts to quite 1½ per cent., a proportion which would represent a large addition to the revenue of a company with, say, £2.000.000 or £3,000,000 of investments, if only 15 per cent. was invested in this way; whilst, in the case of a company like the Prudential, with its £74.000,000 fund, this difference—if only applied to, say, 5 per cent. of the total—would represent a very large addition to the company's revenue from its investments.

In dealing with the report of the Prudential Company, which can claim to be the largest insurance body in the Empire, a contemporary says:—"The difficulty of finding suitable investments must be very great indeed when a fund of this magnitude (i.e., £74.200,000) has to be dealt with." Very true; and the suggestion only lends emphasis to the argument which we advanced last week and which we reiterate now.

Insurance companies are too prone to limit themselves to home investments. We demonstrated last week that a yield of just under 4 per cent. could be obtained with perfect safety from Canadian securities. Take the case of the Prudential: a gain of only ½ per cent. on its vested funds would mean an annual addition to revenue of £371.000, representing a very substantial advance on the periodical bonuses. This is of considerable consequence to policy-holders, and our recommendation of a wider and more extensive policy on the part of directors in the investment of capital or of reserve funds in this one instance finds ample justification.

One of the youngest and one of the most progressive companies now in the insurance field is the Scottish Life Assurance Company. Its main claim to this eulogium is its consistent progress—nothing sensational, but, as the Scots have it, "sure and steady." After making due allowance for all liabilities, the total funds, as a result of last year's operations, were increased by £125.455, a record year. Judging by the figures published to date, the next bonus declaration is likely to establish a record.

A notable example of how many companies could benefit by a wider sphere of investment holdings is conveyed by the report of the Sun Insurance Office covering the period to December 31, 1909. The income from investments is given as £101,633. The total funds plan out as follows:—

Capital Paid-up	£120,000
Fire Fund	2,080,301
Employers' Liability Fund	96,619
Accident and General Fund	14,294
Dividend Reserve	120,000
Investment Reserve	35.315
Pension Fund	51.556
Balance of Profit and Loss Account	245.431
	£2.763.516

What can be done by way of beneficiary interest to holders has been done by the directors of the National Provident Institution. As a result of the company's endeavours last year, the sums assured by new policies, after deduction of reassurances, amounted to £688.959, as against £581.468 in the previous year. On the basis of the 1907 valuation, the bonuses represented in cash about 35 per cent. of the whole of the premium paid during the preceding five years.

The last report and balance sheet of the Scottish Amicable Life Assurance Company is before us. The directors are to be congratulated on their ability to state in the report:—"Interest revenue from the investments of the society amounted to £200,674." This income represents £4 0s. 1d. per cent. But it could be materially bettered by a judicious investment of the society's funds in first class Canadian mortgages.

McCUAIG BROS. & Co

MEMBERS MONTREAL STOCK EXCHANGE.

A General Stock Exchange Business Transacted.

INVESTMENT SECURITIES A SPECIALTY.

157, St. James Street,
MONTREAL.

22, Metcalfe Street,
OTTAWA.

DOMINION OF CANADA.

ROYAL TRUST COMPANY

Head Office: 107, ST. JAMES STREET, MONTREAL,
with BRANCHES in all the PROVINCES OF CANADA.
Cable Address: "Roya'trust, Montreal."

CAPITAL:
Fully Paid ... $1,000,000 | Reserve Fund, $900,000

BOARD OF DIRECTORS.
RIGHT HON. LORD STRATHCONA AND MOUNT ROYAL. G.C.M.G., *President.*
SIR EDWARD CLOUSTON, BART., *Vice-President.*

SIR H. MONTAGU ALLAN.
R. B. ANGUS.
A. BAUMGARTEN.
E. B. GREENSHIELDS.
C. M. HAYS.
C. R. HOSMER.
SIR W. C. MACDONALD.
HON. R. MACKAY.
A. MACNIDER.
H V. MEREDITH.
D MORRICE.
JAMES ROSS.
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Reference may be made to the BANK OF MONTREAL, 47, Threadneedle Street, London, for information about the Company. The Company acts as Agent and Attorney for clients residing in Europe—in the investment of Monies and care of Securities—collection of Revenues, etc., etc.

Nova Scotia Steel and Coal Co.

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Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

THE LONDON MARKET.

London, Wednesday.

There has been a large speculative business on the Stock Exchange during the past week, but latterly the arrangement of a heavy settlement, and fears that the Bank rate may be advanced on Thursday, have combined to limit dealings to somewhat narrower proportions, though the volume of business still being put through in the Mining, Rubber, and Home Railway departments is considerable. Gilt-edged stocks have been dull, affected by the momentary uneasiness; but the "bulls" have been triumphant among Home Rails, and Rubber shares are lifting their heads again after a short eclipse. Americans are flat on the railway strike west of Chicago, after intermittent spells of cheerfulness. South American Rails levelled up on "bear" covering, but are pausing once more. Foreigners have been uninteresting throughout. Among Mines, Rhodesians and Kaffirs have been conspicuous, and are still promising, though the "bulls" were inclined to await the Bank rate announcement. Canadian securities during the week have displayed some irregularity, and have afforded no special feature. The gilt-edged stocks of the Dominion have held steady, despite the drooping disposition of Consols and many kindred stocks. In the Railway section, Canadian Pacifics have sagged, and show a loss of over a dollar in sympathy with Americans, though current earnings continue encouraging. Grand Trunk junior stocks have been firm, though now under the best. The senior quotations, however, leave off small fractions lower, and Grand Trunk Pacific Three per Cent. Bonds have given way ½. British Columbia Electric Railway Deferred shows an improvement of 2, while the Preferred is a point to the good. Turning to the Miscellaneous group, movements have been of a mixed character, as usual, but gains have been in a majority, and the general undertone has been satisfactory. Canada Cement Preference has gained ½; but Canada General Electric and Canadian Car and Foundry Preference have each shed that fraction. Lake Superior bonds are ½ to the good. Shawinigan Water Common stock and bonds are ½ down. Dealings among Land shares have not been on a particularly large scale and Hudson's Bays have moved within the narrowest possible limits, leaving off ¼ easier. Calgary and Edmonton Land and Western Canada Land are a shade easier. South American Tractions register substantial net advances, but are now pausing. Mexican Light and Power has advanced 5 points, and Mexico Trams Common is 2½ up. Rio de Janeiro Trams have risen ½ and the bonds a point.

◆

OUR TORONTO LETTER.

Toronto, Wednesday.

The principal investment feature on the Canadian security markets has been the big jump in Lake of the Woods Common, which advanced over ten points to 153, as a result of the satisfaction felt at the announcement of a $5 bonus in addition to the usual dividend. Much mystery had existed as to the intentions of the directors, although it was regarded as likely that a bonus would be forthcoming. The payment of this bonus is accepted as indicating the intention of the directors to continue the dividend at the present rate and pay bonuses whenever these are justified. The company is in a very strong financial position, and it is considered that the present price is not in any way excessive, and that a further advance is probable during the present year. The views expressed in the past few years by your correspondent as to the future of this leading company have been borne out to the letter.

A Good Beginning.

The statement of the chartered banks for January show the usual changes which characterise the turn of the year. Various explanations are made for the heavy falling off in demand deposits—$22,844,000—this being due for the most part to the reduction of trade liabilities. Circulation has contracted by $7,947,000, but deposits at notice are $9,125,000 higher, or a net increase in domestic deposits of $13,718,000. Abroad the banks hold $8,279,000 more of foreign money, whilst call loans and current loans are together $12,777,000 lower. Current loans in Canada show a moderate shrinkage $1,757,000. When compared with the figures for January, 1909, all the items of the account reveal large increases, the gain in deposits in Canada being $110,174,000, and in commercial loans in Canada within a few thousand dollars of $80,000,000 ($79,621,095). The figures conclusively show the strength of the banks, which must be experiencing a good deal of difficulty in employing their large surplus funds.

Montreal Cotton Company's Report.

In their annual report the directors allude to the invasion of the Canadian market by European producers, owing to the latter having no outlet for their surplus stock. The directors state that their European competitors have come into the Canadian market at prices which the mills in Canada, with the extra cost of wages and machinery, and the advance in raw material, must compete with at a very marked sacrifice. Gross profits for last year were $284,542, against $251,666 for the preceding twelve months, and after allowing for the dividends paid ($240,000) the profit and loss surplus is $1,959,122.

Western Progress.

All reports from the West go to prove the progress that is being made in Western Canada. The Northern Bank shows an increase in earnings of $63,000 for the year, the deposits being $2,000,000 higher than in 1909. The Winnipeg Electric Railway carried, in 1909, 26,382,773 passengers, as compared with 6,517,000 in 1903, and shows an increase in gross receipts of $417,636. The Empire Loan Company paid a dividend at the rate of 8 per cent. The terms of the Alberta Government's guarantee of the Alberta and Great Waterways bond issue—which was criticised in *Canada* at the time it was made—are about to be discussed in the Provincial Legislature as an outcome of the Hon. Mr. Cushing's resignation from the Cabinet.

*

NEW ISSUE.

The Bank of Montreal is offering for subscription an issue of £143,800 Four and a Half per Cent. Debentures of the Town of Maissonneuve, Montreal. The debentures are of £100 each, and the issue price is £106 per cent. The proceeds are required for the purpose of paying off the floating debt of about £40,000 and to execute permanent works. It will be seen from information published elsewhere in *Canada* that this issue should be a most attractive one. The city's debt, inclusive of the present issue of debentures and floating debt, is £504,616, while the taxable real estate is valued at $1,928,630, and the property owned by the township at £603,411.

A Canneries "Merger."—It is stated that an amalgamation of nearly all the canneries in Canada, to be known as the Dominion Canners, Ltd., with a capital of $10,000,000, has been completed.

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Bankers & Brokers.

PARLIAMENTARY — FINANCIAL.

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Vice-President ... ... **J. P. BLACK**
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JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
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CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3 %	97	94	91½	91	92½.91½
„ 3½ % Reg..	102	[illegible]	101	97	101.100½
„ 3½ % Bonds	[illegible]	[illegible]	[illegible]	100	102.101
Alberta, 1938	Iss.	1908	102	99	104.104
British Columbia, 1917..	[illegible]	96	[illegible]	102	105.103
Manitoba 4 % B'ds, 1947	[illegible]	98	[illegible]	100	103½.102½
Nova Scotia, 3½ %.. ..	[illegible]	90	96	92	94½.93½
Ontario (Pr.) 3½ %...	[illegible]	[illegible]	97	92½	95½.94½
Quebec (Pr) 3 %	85½	81	87	83	87.86
Saskatchewan 4 %, 1919	Iss.	1908	[illegible]	99½	103½.102½
Calgary (C.) 4½ % Debs.	[illegible]	98½	[illegible]	[illegible]	107.105
Edmonton 4 %, 1915-47 .	[illegible]	[illegible]	[illegible]	105	106.105
Hamilt'n(C.)4% Deb.1934	102	98	103	99	102.100
Montreal(C.)4% Deb.1932	107	99	106	102	107½.106½
Ottawa 4½ %, 1913... ...	104	100	105	100	103.101
Quebec(C.) 4 % Debs. ..	[illegible]	99	104	100	103.101
Regina (C.) 5 %, 1923-38	107	101	109	105	109.107
St. John, N.B. 4 %, 1934	103	97	103	99	101.99
Saskatoon (C.) 5 %, 1938	105½	101	107	102	108.106
Sherbrooke(C.)4½% Deb. 1933	—	-	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	103½.102½
Vancouver (C.) 4 % Deb., 1947 9	101½	99	104	99	103¼ 102¼
Victoria (C.) 4 % Debs., 1933-58	99½	98½	102½	99	102.100
Winnipeg (C.) 4 % Deb.	103	97	104	99	106½.105½
BANKS.					
B. N. A.	147	141	155	148½	156.155
*Commerce .. .	171	155½	194	171½	221 220
Dominion...	225	221½	242	240	249.247
Imperial	218½	218½	228¾	226½	240.239
*Merchants . .	166	151	170	[illegible]	177.174
*Molsons	207	195	211	194½	208.207
Montreal	250	228	251½	245	266.265
*Ottawa	208	200	213	210	210
*Royal	233	211½	243	212	231
*Toronto	220½	204½	227	215½	218.217
INDUSTRIALS.					
Bell Telephone	143	115	150	138	152.151
Canadian Car Co.	Iss.	1909			72½.71½
Canada Cement Com. ..	Iss.	1909		—	25.23
„ „ Pref. ..	Iss.	1909			90.89
*Canadian Col. Cot. M....	50½	47½	63	47½	64.63
Canadian G. El. C.	105½	56½	127	106½	121.119
*Canadian Marconi	1.70	1.50	—		—
*Consumers Gas	195	182	207½	195½	206.204
*Crow's Nest Pass Coal...	130	120	[illegible]	7[illegible]	94.85
Dominion Coal Com. ..	70½	37	93½	43	83.82
* „ Pref	112	95	119	96	116
Dominion I. & S. Com.	25	12½	72½	16	72.70
„ „ „ Pref.	60½	[illegible]	[illegible]	69½	143.142
*Dominion Textile Com.	47	42	79½	57½	75.73
* „ „ Pref.	99	75	[illegible]	95	110½.109½
Electrical Devel. of Ont.	28	10	64½	[illegible]	
Halifax Electric	104½	87½	122	106½	128.127
Internat. Coal & Coke...	79½	60	—		54.48
*Internat. Portland Cem.	122	106½			175
*Lake of the Woods Com.	98½	71	135½	97½	150.149
* „ „ „ Pref.	119	103	[illegible]	118	127.124
*Laurentide Paper Com	112	93	130	112	132.130
* „ „ Pref.	118	101½	131½	[illegible]	[illegible]
Mackay Co.'s. Com. ..	77¾	51½	95	70½	[illegible]
„ „ Pref. ..	71	59½	77	66	[illegible]
Mexican L. & P. Com.	70½	45¾	[illegible]	[illegible]	[illegible]
„ „ Pref.	105½	99	107	[illegible]	[illegible]
Mexico Tram	[illegible]	68½	130½	123½	[illegible]
*Montreal Cotton	125	105	131	117	[illegible]
Montreal L. H. & P. ...	[illegible]	85	129½	[illegible]	[illegible]
*Montreal Steel Com. ..	83½	60	104	68	[illegible]
* „ „ Pref. .	112	92	117	100	[illegible]
Montreal Street	204½	170½	220	[illegible]	243.242
*Montreal Tele.	145	135	[illegible]	[illegible]	150.148
*Northern Nav. .. .	[illegible]	83	[illegible]	97	108.107
N. S. Steel & Coal Com.	[illegible]	43	74	[illegible]	93.92
* „ „ „ Pref	119	105½	112	114	120
Ogilvie Flour Com... ..	116	102½	115½	112	146.144
„ „ Pref .	130	114	126	118½	128.125
*Penman's Ltd. Com. ..	[illegible]	[illegible]	[illegible]	42	62.60
* „ „ Pref. ...	[illegible]	72½	93½	[illegible]	88.87
Richelieu & Ont. N. .	75	69	92½	[illegible]	98.96
Rio de Janeiro T	82	29½	107	87	99.98½
St. John Ry. .	125	110			101
St. Lawrence & Chicago Nav. .	[illegible]	[illegible]	[illegible]	[illegible]	119.118
Sao Paulo .	[illegible]	113	[illegible]	[illegible]	154.153
Shawinigan W. & P. .	[illegible]	[illegible]	[illegible]	[illegible]	105½.104½
*Toronto Electric Light...					[illegible]
Toronto Ry	[illegible]	94	127	[illegible]	129.127
Winnipeg Elec. . .	[illegible]	[illegible]	[illegible]	[illegible]	184.183
RAILWAYS.					
Alberta Ry. ...	[illegible]	82	[illegible]	[illegible]	159.154
„ 5 % Deb.	[illegible]	89	107	[illegible]	108.106
Can North 4 Perp. Deb.	[illegible]	[illegible]	[illegible]	[illegible]	96.94
C. P. R. ...	[illegible]	[illegible]	[illegible]	170½	184½.184½
Dominion Atl. Ord. ..	18	[illegible]	17	[illegible]	[illegible]
„ „ 5 % Pref.	41	[illegible]	17	[illegible]	44.39
Gd. Trunk Pac. 3% 1st M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
„ „ 4% Bds. "A"	[illegible]	[illegible]	[illegible]	[illegible]	97.95
Grand Trunk	[illegible]	[illegible]	[illegible]	[illegible]	25½.25¼
„ 4 % Guar....	[illegible]	[illegible]	[illegible]	[illegible]	95½.95
„ 1st Pref.	[illegible]	[illegible]	[illegible]	[illegible]	108¾.108½
„ 2nd Pref.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
„ 3rd Pref.	61½	[illegible]	[illegible]	44	60½.60½
Minn. St.P. & S.S.M. Co.	[illegible]	[illegible]	[illegible]	[illegible]	149.146
„ „ „ Pref.	[illegible]	[illegible]	[illegible]	[illegible]	159 156
Quebec Cent. N. Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec & L.St.John Inc.	[illegible]	[illegible]	[illegible]	[illegible]	
White Pass	[illegible]	4½	[illegible]	3½	5.4½
„ „ 5 % 1st Inc.	[illegible]	97	[illegible]		104.101
„ 6 % Deb	[illegible]	[illegible]	[illegible]	[illegible]	97.95

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120¾	111¾	16[illegible]	140	168
*CanadianSaving-&Loan	—	—	—	—	—
*Cent. Canada L. & S..	—	—	—	—	175
*Dom. Savings & Invest	72	70	72	70½	75.71
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	198.194
*Toronto General Trusts	150	143	165	150	170.169
*Toronto Mortgage ...	107	104	130	114	140.137
*Toronto Savings & Loan	126	110	—	—	126
LAND COS.. Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ..	45/-	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$110	$95	$100.99
Hudson's Bay	92	73	99	75	104.102
S. Alberta	1 3/16	15/16	1 13/16	1 1/16	2 1/16.1 15/16
Western Canada... ..	1 1/16	13/16	1⅜	1	1½.1⅜
BONDS.					
*Bell Telephone	104	98½	104⅜	104½	105
*Canadian Col. Cot. ...	100	92	100	95	101.100
Canadian Iron Corp. ...	Iss.	1908	103	94	105½.104½
Dominion Coal	94	87	98½	90	10[illegible].101
*Dominion Cotton... ...	9[illegible]	91	105	99	104.102
Dominion Iron & Steel	80½	70½	97½	77½	97.96xd
*Dominion Textile "A"	98	80½	98¾	91½	97.96
* „ „ "B"	97	81½	100	92	100.98
* „ „ "C"	96¾	82	100	90	97.96
* „ „ "D"	98	85	104	93	97.96
Electrical Devel. of Ont.	88	70	90	81	83.80xd
*Lake of the Woods Co	117½	102½	112	104	113.112
Lake Superior Co. ...	Iss.	1909	90½	88	91½.90¾
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73¾	87½	79	85½.85
Mexican L. & P.... ...	90	80½	90	80	91½.90¾
Montreal L., H., & P...	101	91½	100½	98⅛	87 86
*Montreal Street	100	9[illegible]	102½	99½	101.98
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* „ „ „ Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112
„ „ 1st M. "B"	106½	105	112½	10[illegible]	112
Rio de Janeiro 1st Mort.	92½	72	98½	90	97.96½
Sao Paulo	97	90¾	105	90½	103½.102½
Winnipeg	106	99	106	102¾	108.106
W. Canada Flour Mills	Iss.	1908	107	98	106.104
W.Kootenay Power Bds.	—	—	—	—	109.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on March 8:—

	Issued Capital	Par Value.	Sellers	Buyers
Buffalo Mines Co. ...	$900,000	$1.00	$2.50	2.20
Chambers-Ferland... ...	2,311,000	1.00	.38	.37¾
Cobalt Central	4,761,500	1.00	.10	.18¾
Cobalt Lake...	3,930-866	1.00	.19¾	.19½
Silver Queen . ..	1,500,000	1.00	.21	.19½
Coniagas	4,000,000	5.00	6.00	5.60
Foster-Cobalt	915,518	1.00	.28	.27½
Green Meehan	1,500,000	1.00	.08	.07
Kerr Lake	3,000,000	5.00	8.80	8.70
McKinley-Darragh ..	2,246,937	1.00	.87	.85½
Nova Scotia ...	1,900,000	1.00	.37½	.36
Peterson Lake	2,561,820	1.00	.25⅜	.25¾
Silver Leaf	5,000,000	1.00	.04	.10½
Temiskaming	2,500,000	1.00	.62¾	.62⅜
Trethewey	945 450	1.00	1.39	1.38
Nipissing	6,000,000	5.00	10.40	10.20
	Nom. cap.			
La Rose	7,500,000	5.00	4.54	4.50
Watts ...	1,000,000	1.00	.14	.13
Crown Reserve	2,000,000	1.00	3.75	3.70
Little Nipissing	1,000,000	1.00	.28½	.28½

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending March 7.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,597,000	$217,000	—
Grand Trunk	£117,426	£22,792	—
Canada Atlantic...........	£7,403	£1,957	—
Grand Trunk Western ..	£26,331	£3,739	—
Detroit Grand Haven..	£6,893	£1,266	—
Mexican	$147,800	—	$2,400
Alberta	$5,782	—	$241
Quebec Central	$16,063	$275	—
Canadian Northern......	$195,100	$34,900	—

Calgary and Edmonton Land Co. The land sales for February amounted to 1,135 acres, at an average price of $8.46 per acre.

Canada North-West Land Co., Ltd. The annual general meeting of the shareholders will be held at the head office of the company in Toronto on March 30, 1910.

PUBLIC NOTICES.

THE ROYAL BANK OF CANADA.
DIVIDEND No. 90.

Notice is hereby given that a dividend of Two and Three-quarters per cent. (being at the rate of eleven per cent. per annum) upon the paid-up capital stock of this bank has been declared for the current quarter, and will be payable at the bank and its branches on and after Friday, the 1st day of April next, to shareholders of record of March 15.

By order of the Board,
E. L. PEASE,
General Manager.

Montreal, P.Q.
February 22, 1910.

CANADIAN GENERAL ELECTRIC COMPANY, LIMITED.

The Canadian Bank of Commerce give Notice that the Directors of the above Company in Toronto have declared a quarterly dividend of 1¾ per cent. for the three months ending the 31st March, 1910, being at the rate of 7 per cent. per annum on the Common Stock of the Company.

A half-yearly dividend of 3½ per cent. for the six months ending the 31st March, 1910, being at the rate of 7 per cent. per annum, has also been declared on the Preference Stock of the Company. The above dividends are payable on the 1st day of April, 1910. The Transfer Books of the Company will be closed from the 15th to the 31st day of March, 1910, both days inclusive.

The annual meeting of the Company will be held in Toronto on the 28th day of March, 1910.

For the Canadian Bank of Commerce, Registrars of the Canadian General Electric Company, Limited,

H. V. F. JONES, Manager.

2, Lombard Street, 14th March, 1910.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "*Canada*" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Chartered Accountants.

TORONTO—
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Building.

SASKATOON—
EDWARDS & RONALD, Drinkle Bldg., P.O. Box, 9-.

Barristers.

TORONTO—
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.

DAY, FERGUSON & O'SULLIVAN, 59 & 61, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West.
Cable Address: "Stimson"

Stock Brokers.

TORONTO—
MERSON & CO., 16, King Street West
LORSCH & GAMEY, Ltd. 36, Toronto Street.

THE BANK OF TORONTO.
Head Office—TORONTO, CANADA.
Capital $4,000,000
Reserve Fund $4,818,871
79 Branches throughout Canada.
London Agents:—The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President—B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager—ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
„ (East)
„ (South)
Canora
Carman
Carmangay
Claresholm
Cleverville
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Kindersley
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—Bank of Scotland *Agents in Ireland*—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 520,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.
HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson. Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Forward, Sask.
Fredericton, N.B.
Girvin, Sask.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
„ Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
„ Market Square.
„ Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
„ St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
„ St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
„ Union St.
St. Martins, N.B.
St. Stephen, N.B.
Saltcoats, Sask.
Semans, Sask.
Toronto, Ont.
„ King and Dufferin Sts.
„ Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver. B.C.
Varennes, P.Q.
Victoria, B.C
Waldron, Sask
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard Sask.
Yorkton, Sask

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5,300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE
BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office - OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,067.

BOARD OF DIRECTORS.

Rt. Hon LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
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HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  Sub-Branch
  ,, North End.
HAMILTON, Ont.
  Sub-Branch
  ,, Barton and Victoria Streets.
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
  Sub-Branch
  ,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
  Sub-Branches
  ,, Hochelaga.
  ,, Papineau Avenue
MONTREAL, Que. (*continued*).
  ,, Peel Street
  ,, Point St. Charles.
  ,, St. Anne de Bellevue.
  ,, St. Catherine St.
  ,, St. Henri.
  ,, Seigneurs Street.
  ,, Westmount.
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
  Sub-Branches
  ,, Bank Street.
  ,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
  Sub-Branches
  ,, St. Roch.
  ,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
  Sub-Branches
  ,, Bathurst Street.
  ,, Carlton Street.
  ,, Dundas Street.
  ,, Queen Street.
  ,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
  Sub-Branch
  ,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
  Sub-Branches
  ,, Fort Rouge.
  ,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK, 31, Pine Street.
CHICAGO, Cor: La Salle and Monroe Street.
SPOKANE, State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA & MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER Esq. F. WILLIAMS TAYLOR, *Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up £719,178 - $3,500,000
Reserve Fund £791,095 - $3,850,000

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000 (£1,232,876)** Reserve Fund and Undivided Profits, **$4,602,157 (£945,650)**

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, C.V.O., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale (sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
  ,, Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
  ,, 1255 St. Catherine St. E.
  ,, 320 St. Catherine St. W.
  ,, 1330 St. Lawrence Boul
  ,, 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
  ,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell Souris
Winnipeg

Alberta

Acme (Tapscot, P.O.)
Botha (sub)
Calgary
Camrose
Carstairs
Castor
Daysland
Edmonton
  ,, Namayo Ave.
Killam Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield Trochu
Vegreville
Viking (Meighen)
Wainwright
Wetaskiwin
Wolf Creek (Edson)

Saskatchewan

Antler
Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 141 Branches of THE MERCHANTS' BANK OF CANADA

Banking and Finance.

An International Market and its Disadvantages. Whilst making due allowance for the laudable desire of Canadian capitalists to increase by every means in their power the financial interests of Great Britain in the Dominion, there is an aspect in connection with the placing of Canadian bank shares in London which cannot be disregarded. This is the contingent consequence which must inevitably attach to any security for which an international market has been obtained. This disadvantage lies in the fact that it is quite conceivable circumstances might arise in Britain which would cause depreciation in the shares of any particular Canadian bank introduced to the market in sympathy with a movement due to merely local causes. Such a recession in the London price would necessarily bring down the price of the shares in the Canadian security markets. Any violent fall in the price of a bank share, no matter what the cause may be, invariably has a demoralising effect upon both shareholders and the public at large, and has, indeed, in several cases in recent years caused a wholly unwarranted run upon a particular institution which was absolutely unjustified by its financial position. It is this as much as anything else which has hitherto prevented the shares of several prominent Canadian financial institutions being listed on the London Stock Exchange.

* * *

January Bank Return. The most important features of the January statement of the Chartered Banks are the reduction of $10,570,561 in foreign call loans, and the shrinkage in domestic current loans, the latter amounting to $1,757,467, a trifle when compared with the increase of $79,621,095, which represents the change as compared with the same month a year ago. Deposits are $13,718,822 higher at the huge total of $746,631,589, and show an increase on the year of $110,174,592. Circulation is $7,947,056 lower, but the change on the year shows an increase within $400,000 of this figure—namely, $7,559,609. Foreign deposits have risen by $8,279,720, and are $26,775,073 higher on the year. Money lent out abroad—apart from call loans—is $2,207,244, and the changes on the month and on the year show how difficult the banks find it to use their funds. Actually current loans in Canada are over $150,000,000 under the total domestic deposits, a huge sum to keep profitably employed. The statement reflects the usual financial conditions governing a country's trade in the opening month of a new year, and can only be adequately gauged by the figures for the same month of the preceeding year. If this is done, it will be found that the position now, as compared with the beginning of 1909, shows general improvement under all the headings in the return. A glance at the totals of the two sides of the account indicates this very clearly, liabilities being up by no less than $159,863,354 at $962,026,478, and assets (which exceed liabilities by $187,337,959) $166,493,771 higher at the eminently satisfactory total of $1,149,364,437. Canada's financial position at the commencement of the year is in every way healthy, and there is every prospect of the splendid progress made last year being eclipsed during the current twelve months.

* * *

Canadian Investment Points. The mail just to hand brings several important items of interest to holders of Canadian securities. One of these is the report of the Bell Telephone for the past year, which shows a net revenue of $1,468,889, against $1,424,274 in the preceding year, the total number of instruments earning rental aggregating at the end of the year being 114,735. Another feature is the advance in the rate of dividend paid by the Royal Bank of Canada, the present quarterly distribution being at the rate of 2¾ per cent., equal to 11 per cent. per annum. In connection with the revival of the rumour as to an amalgamation of the Montreal Rolling Mills and the Hamilton Steel concerns, it is now stated that the Montreal Steel Company may be included in the deal—when it matures. The latter company's annual report shows net earnings equal to over 18 per cent. on the Common, which has received 7 per cent. for the year. The expectation that the Dominion Iron and Steel Company would pay off the whole of its arrears of dividends on the Preferred stock—an event anticipated many months ago by *Canada's* Toronto correspondent—has been justified by the information just to hand, that the directors have decided to make this payment. The Lake of the Woods Company has declared the regular quarterly dividend at the rate of 1½ per cent. on the Common stock, and the substantial bonus of 5 per cent., and the stock has been very strong in consequence of this satisfactory announcement.

* * *

Toronto Railway Statistics. In our issue of March 5 we referred, at some length, to the position of the Toronto Railway, and explained the reasons which were, apparently, responsible for the relatively low price at which this Canadian 7 per cent. security is quoted. We have been favoured with some interesting comparative statistics showing the remarkable progress made by this company during the past seven or eight years. In 1902 the company earned $1,834,908, at a cost of 55.3 per cent., the net earnings working out at 7.35 per cent., and the dividend being 5 per cent. For last year the gross earnings had more than doubled the 1902 receipts, the actual figures being $3,926,828, earned at 51.4 per cent., and showing a net return of 12.78 per cent., whilst the dividend is now, of course, upon a 7 per cent. basis. Equally remarkable is the enormous increase in the number of passengers carried, the respective figures being: 1902, 44,437,000; and 1909, 98,117,000. Such figures as these testify, more than columns of descriptive matter, to the remarkable growth which is taking place in the greater Dominion. Since 1904 the profit and loss surplus has increased from $1,472,215 to $2,968,500.

* * *

Preparing for Eventualities. In our note a fortnight ago we alluded to the adverse influences which kept the price of Toronto Railway stock in subjection, and pointed out that the directors have not been unmindful of the possibility of the refusal of the Municipality to renew the company's original franchise in 1921. A prominent Canadian financial house reminds us that the surplus profits have been wisely invested in anticipation of this eventuality, and that by 1921 half the Bond Issue will have been retired. In addition to this, the company's large interest in the Electrical Developments Company, with its valuable property and franchise for power development at Niagara Falls, should prove an exceedingly lucrative investment. The authority we have quoted is of the opinion that, in view of the remarkable growth in the business of this company, there is every prospect of the present capitalisation being fully represented by assets in 1921. Whether or no "the belief that operations of public utilities by municipalities in the next ten years will have taught Toronto citizens that better financial results and better service can be obtained through a properly controlled private company than through municipal operation of such service" is justified is, of course, a problem for the future; certainly it must be admitted that such an opinion will not be endorsed by those who constitute the head and front of municipalisation in Canada in 1910.

* * *

Manitoba's Budget for 1910: Splendid Progress. The annual financial statement presented by the Hon. Hugh Armstrong, the Provincial Treasurer of Manitoba, furnishes irrefutable evidence of the remarkable developments which are taking place in Central Canada at the present moment. So unmistakably pronounced are they that the revenue of the Government is, as a consequence, of an exceedingly buoyant character. It has, indeed, during the past financial year, exceeded the estimated revenue by $209,445, while the expenditure has been kept within the estimate by $172,676. The result of this is the largest net surplus in the history of the Province—namely, $624,118. Another important indication of progress is the enormous increase in the Winnipeg bank clearings and the Post Office revenue and customs for 1904 to 1909. Then again, the richness of the soil of the Province, no less than the industry and intelligence of the people, finds expression in the seventy-five millions of dollars which approximately represent the cereal products of the Province. No less striking is the confidence of the financial world in the credit and resources of Manitoba. This year it was determined to substitute Government securities for previously issued guaranteed bonds, and the expectations raised by such a novel stroke of policy have been fully realised. With one exception (the most populous and wealthy Province of Ontario), the prices obtained have been the best ever recorded either by any Manitoba Government or by any Western Province. In July, without borrowing, the Government will pay off bonds and interest amounting in round figures to $2,309,300, besides $255,986 Hudson Bay Railway bonds out of surpluses in the Consolidated Fund. Since 1900 the Government has not borrowed a cent for purposes of ordinary expenditure. After having given liberally to hospitals, aided agriculture and municipalities, and paid towards roads, bridges, and education, amounting in the aggregate to $746,485, and spent one and a half million dollars in public buildings, it has at credit the comfortable balance of $1,649,118, while the estimated material assets total $50,983,550. The Provincial Treasurer estimates the revenue for the coming year to be $3,429,097, and the expenditure $2,953,740, provision having been made for nearly two and a half million dollars for the extension of the telephone system, under which users enjoy cheaper rates and an improved service. It is, in fact, conceded on all sides that 1909 has been the greatest year in the history of the Province.

Trade and Business.

THE CEMENT TRADE IN CANADA

Mr. W. Grant Morden, of Montreal, who was identified with the syndicate which brought about the consolidation of the Canadian cement plants, speaking in that city recently said: "According to Government returns for the calendar year 1908, the capacity of the twenty-three operating plants in Canada amounted to 8,250,000 barrels for three hundred working days, and 10,000,000 barrels if all plants worked continuously. Since then the Rocky Mountain Cement Plant has commenced operations, making the present total capacity of Canadian operating plants 8,500,000 barrels for three hundred working days. These twenty-three plants manufactured in 1908 3,495,961 barrels, and only sold 2,665,289 barrels, which shows an immense over-production. For the calendar year 1909 the over-production was greater than in 1908. The present plants are in a position to take care of the cement trade in Canada for many years to come." Mr. Morden considers Canada now has more need of blast furnaces than cement plants.

PROTECTING THE FRUIT IMPORTER.

Since the end of December thirty-two persons have been fined under the Dominion Government Fruit Marks Act for illegal marking and packing of apples. Informations had been laid by Inspectors of the Department of Agriculture. Of the persons fined twenty-five were from the Province of Ontario, four from the Province of Nova Scotia, and three from the Province of Quebec. Canadian papers now publish the names and addresses of the persons fined, with a view to stamping out practices which are injurious to the export trade of Canadian fruit.

CANADA AND THE U.S.

The Tariff Negotiations.

In view of the negotiations proceeding between representatives of the American and Canadian Government with a view to preventing the application of the maximum customs rates against the Dominion on March 31 we print the clause in the United States Tariff Act which authorises the President to deal with Canada (and other countries), which reads as follows:—

"That from and after the 31st day of March, 1910, except as otherwise specially provided for in this section, there shall be levied, collected and paid on all articles when imported from any foreign country into the United States, or into any of its possessions except the Philippine Islands and the islands of Guam and Tutuila, the rates of duty prescribed by the schedules and paragraphs of the dutiable list of section one of this act, and in addition thereto twenty-five per centum ad valorem, which rates shall constitute the maximum tariff of the United States; provided that whenever after the 31st day of March, 1910, and so long thereafter as the President shall be satisfied in view of the character of the concessions granted by the minimum tariff of the United States that the Government of any foreign country imposes no terms or restrictions, either in the way of tariff rates or provisions, trade or other regulations, charges, exactions, or in any other manner, directly or indirectly, upon the importation into or the sale in such foreign country of any agricultural, manufactured or other product of the United States which unduly discriminate against the United States or the products thereof, and that such foreign country pays no export bounty or imposes no export duty or imposes prohibition upon the exportation of any article to the United States, which unduly discriminates against the United States or the products thereof, and that such foreign country accords to the agricultural, manufactured or other products of the United States treatment which is reciprocal and equivalent thereupon and thereafter upon the proclamation to this effect by the President of the United States all articles when imported into the United States or any of its possessions except the Philippine Islands and the Islands of Guam and Tutuila from such foreign countries shall, except as otherwise herein provided, be admitted under the terms of the minimum tariff of the United States as prescribed by Section One of this Act."

THE IRON AND STEEL BOUNTIES

A despatch from Ottawa says there seems to be misapprehension as to the steel bounties. Mr. Fielding's statement in the House of Commons regarding them was simply that the Government did not contemplate bringing in legislation this year.

The present legislation respecting bounties provides for the payment of bounties up to the end of the next fiscal year, and beyond stating that there would be no legislation this year for the renewal of the bounties in 1911, there has been no pronouncement by Mr. Fielding.

The question will have to be discussed next session.

THE WOOL AND COTTON TRADES.

Buyers for houses in Toronto, Montreal, and other Canadian importing centres continue to operate freely in Manchester, Bradford, and Leeds, says the *Yorkshire Post*. They report that the Canadian woollen industry is encouraging. One agent, who recently passed through the Dominion and visited the different mills, states that he never heard fewer complaints, while another addition has been made to the factories of the country by the Pembroke Woollen Mills Company, whose chief output will be blankets and yarns. It is a small concern, as is usual in Canada, which accounts for the high cost of production, which in larger and better-equipped concerns would be considerd excessive. In the Dominion cotton industry, where the mills are large and more up to date, many extensions are in progress, and at Shawinigan new factories on a large scale are being fitted with Lancashire plant. French and Belgian capitalists are also interested in Canadian cotton schemes, in connection with which European machinists are often found willing to supply the necessary equipment on easy terms.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

Wm. Guthrie (millinery, etc.) (S. F. McKinnon and Co., Ltd., Toronto)—Headquarters; 35, Milk Street, E.C.

John C. Green (millinery, etc.) (J. C. Green and Co., Toronto)—Headquarters: 35, Milk Street, E.C.

Geo. Donaldson (millinery, etc.) (The D. McCall Co., Ltd. Toronto)—Headquarters: 35, Milk Street, E.C.

J. F. Grant (millinery, etc.) (Dickison, Nicholson, and Co., Ltd., London, Ont.)—Headquarters: 17, Aldersgate Street, E.C.

W. A. Brophey (making up factory) (Gordon Mackay, and Co., Ltd., Toronto)—London Office: [illegible] Lane, E.C.

W. G. Pace (making-up) (The T. Eaton Co., Ltd., Toronto)—London Office: 7, Warwick Lane, E.C.

W. A. Porteous (making-up) (The T. Eaton Co., Ltd., Winnipeg)—London Office: 7, Warwick Lane, E.C.

MANCHESTER.

A. McPherson (cotton and linen staples, flannels, etc.) (The T. Eaton Co., Ltd., Toronto)—Queen's Hotel.

Wm McMillan (cotton and linen staples, for warehouse), E. P. Howe (shirt and blouse factory) (Gordon, Mackay, and Co., Ltd., Toronto) Manchester Office: 56, Bloom Street.

[illegible] Kent (dress goods) (Greenshields, Ltd., Montreal) 36, Cooper Street.

In his annual report, Mr. Thompson, the late Commissioner of Industries in Toronto, says: "Of the American industries in Canada, one third are in Toronto. Ten concerns settled in Toronto last year, and other firms will probably come in the spring.

"Within a year from now," Mr. Thompson reported, "the new companies will have a capital of $2,000,000 invested, and will give employment to more than 2,000 men. Including additions to industries already located in the city, $1,500,000 was spent in the erection of new factories."

The Swift Motor Car Company, an American firm, has decided to establish a plant at Chatham, Ontario, using the old Defiance iron works.

Canadian Government
TRADE COMMISSIONER
SERVICE
IN THE
UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
- **J. S. LARKE**, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- **D. H. ROSS**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
- **J. B. JACKSON**, 15, Kiukiang Road, Shanghai, China.

Cuba—
- **E. KIRKPATRICK**, Plaza Hotel, Havana.

France—
- **A. POINDRON**, 101, Rue Réaumur, Paris.

Holland—
- **W. T. R. PRESTON**, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
- **G. A. HARRIS**, 14 Bund Room B, Yokohama.

Mexico—
- **A. W. DONLY**, Rebeldes No. 6. Mexico, D.F., Mexico.

Newfoundland—
- **J. E. RAY**, Gazette Building, Water Street, St. John's.

Norway—
- **C. E. SONTUM**, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
- **JOHN A. CHESLEY**, Rhodes Building, Cape Town, Cape Colony.
- **H. R. POUSSETTE**, Durban, Natal.

West Indies—
- **E. H. S. FLOOD**, Bridgetown, Barbadoes.
- **E. A. H. HAGGART**, Kingston, Jamaica.
- **R. BRYSON**, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
- **S. L. HORSFORD**, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
- **EDGAR TRIPP**, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
- **R. H. CURRY**, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion

FINANCIAL NOTES AND NEWS.

BANKS AND LOAN COMPANIES.

Bank of British North America.—A new branch of this bank has been opened at Girvin, Sask.

Bank of St. Stephen.—The Bank of New Brunswick is now in charge of the affairs of the Bank of St. Stephen, which has suspended.

Northern Crown Bank.—At the fourth annual general meeting of this institution it was shown that the net profits of the year were $193,464, an increase of $61,074 compared with 1908. Of this amount $110,112 was distributed in two half-yearly dividends of 2½ per cent. each, $50,000 was transferred to the reserve fund, $5,000 to the officers' pension fund, and $5,000 written off bank premises. The balance at credit of profit and loss account is now $152,675. The business of the bank has grown satisfactorily. Deposits showed an increase during the year of approximately $2,000,000. Branches were opened at Irricana, Alt.; Quesnel, B.C.; Mimico, Ont.; Allan, Sask.; Harris, Sask.; and Viscount, Sask.; and the branch at Fort William, Ont., was closed during the year.

Toronto Savings and Loan Company.—In their twenty-fifth annual report the directors state that the gross earnings for the year 1909 amounted to $213,954, and after the payment of interest on deposits and debentures, and all expenses of management, there remained a net profit of $124,120. To this amount has been added $22,308, the balance carried forward from last year, which makes a total sum for distribution of $146,428. This amount has been disposed of by the payment of four quarterly dividends of 1½ per cent. each, equal to 6 per cent. for the year, amounting to $60,000, of a bonus dividend of 2 per cent. for the year, $20,000, and by carrying to the reserve fund $30,000, which leaves $36,428 to be carried forward to the profit and loss account. This addition to the reserve fund increases that account to $680,000, making it now 68 per cent. of the present paid up capital of $1,000,000.

RAILWAY & POWER COMPANIES.

Toronto Railway Co.—A quarterly dividend of 1¾ per cent. is announced.

Canadian General Electric.—The Canadian Bank of Commerce states that the directors of the Canadian General Electric Co., Ltd., have declared a dividend of 1¾ per cent. on the Common stock for the three months to 31st instant, being at the rate of 7 per cent. per annum.

Toronto Electric Light Company.—The income for the year 1909 was $1,292 545, and the expenses (including interest on debentures) were $761,838, leaving a balance of profit of $530,707, out of which have been paid four quarterly dividends at the rate of 8 per cent. per annum, amounting to $315,493, leaving a balance of $215,214 to be carried forward to profit and loss, and bringing the amount at the credit of that account up to $226,174. Of this amount the sum of $200,000 has been transferred to the reserve account.

Ottawa Electric Railway Company. — The gross earnings for the year were $677,357, as against $616,229 in 1908. The net profit for the year was $247,285, an increase of nearly 24 per cent. over the gain for 1908. Dividends amounting to 10 per cent. were paid, together with a bonus of 2 per cent. The number of passengers carried was 14,983,799, compared with 13,711,382 in 1906. The balance at credit of profit and loss account is $47,000, and at the credit of rest account, $200,000. The company put aside $36,119 for the reduction of track renewal, car equipment, and other accounts.

Winnipeg Electric Railway Company.—The directors state, in the annual report on the business of the company during 1909, that the net earnings were $863,405. Out of these four quarterly dividends amounting to $600,000 were paid, leaving a surplus of $263,405, which has been transferred to the credit of profit and loss account, making a total credit to this account at December 31, 1909, of $861,430. During the year 4,995 miles of track were laid; 4,037 miles of which were track with concrete foundation and asphalt pavement. Thirty large double-truck closed cars were constructed in the company's Winnipeg shops. In extension of the electric lighting and power distribution system 749 new poles were erected and 120 141 pounds of wire, with 129 transformers, put up; while in connection with the gas distribution system 26,914 feet of new gas main were laid and 747 new gas services installed. The company have declared a dividend of 2½ per cent. for the quarter ending March 31 on the capital stock, payable on April 1.

Ottawa Light, Heat, and Power Co. Messrs. McCuaig, of Montreal, state, with regard to this company, that among the standard public utility stocks, listed on the Montreal Stock Exchange, few rank on as high an investment plane and afford better prospects of increasing in value than the stock of this company. The Ottawa Light, Heat, and Power Company, which was organised in the early part of 1906, is in reality a holding company, owning all but a very small proportion of the stock of the Ottawa Electric and Ottawa Gas Companies, two concerns which have been in existence for respectively sixteen and fifty-six years. The Ottawa Electric is the only private company doing an electric lighting business in Ottawa, but the city has a small municipal plant, which has been in existence for several years. However, the earnings of the private company have steadily increased. The net earnings last year were $259,803, against $119,043 in 1903. Dividends to the amount of 5 per cent. and a 1 per cent. bonus were paid in 1909. In conclusion, Messrs. McCuaig say: "All things considered, we not only believe Ottawa Light, Heat, and Power to be one of the best of Canadian investment stocks, but also think that, in view of the rapid rate at which the earnings are increasing, and the already large percentage being earned on the stock, larger distributions are to be expected in the future, and perhaps at no very distant date."

INDUSTRIALS.

Nova Scotia Steel and Coal.—The report for 1909 shows earnings available for Common dividend at the rate of less than 3 per cent. on the $6,000,000 of common stock. The entry of new interests into the directorate has helped the market for the stock. The gross profits for 1909 were $907,949, and for the last five years have been: 1909, $907,949; 1908, $734,701; 1907, $944,791; 1906, $960,281; 1905, $559,906. The amount at the credit of profit and loss account on January 1, 1909, was $1,219,221, against which the stock dividend of $1,000,000, declared in December, 1909, was charged. A sum of $184,453 for premium and commission on redemption of old and issue of new bonds has been paid out of the profits of the year. The balance carried forward to the credit of profit and loss account is $336,807. The sum of $362,653 has been expended during the year on capital account, in the development of the submarine iron ore areas at Wabana, and for improvements, plant, etc., elsewhere. The volume of business transacted by the company during the year shows a substantial increase, and is in excess of any previous year, and it is expected that there will be a still further increase in 1910. Considerable extensions and improvements have been made to the mills at New Glasgow, and further extensions and improvements will be made in 1910, with a view to increasing the output of finished steel. The reorganisation of the finances of the company, authorised by the shareholders, has been carried out during the year. A new issue of $6,000,000 5 per Cent. First Mortgage Bonds, and an issue of $1,000,000 6 per Cent. Debenture Stock were made; 3,500,000 of the bonds and the $1,000,000 6 per Cent. Debenture Stock were sold in Canada, and the two former issues of 6 per Cent. Bonds were paid off and cancelled. The balance of $2,500,000 of the bonds remain in the Treasury. The regular dividend of 2 per cent. quarterly has been paid on the preferred shares, and on January 15 a quarterly dividend of 1 per cent. was paid on the ordinary shares. The directors have declared further dividends of 1 per cent. on the ordinary shares, and 2 per cent. on the preferred shares, payable on April 15, to shareholders of record on March 31, 1910. Further particulars of the position of the company appear elsewhere in this issue.

PUBLIC NOTICE.

N.B.—This Meeting will be held notwithstanding the adjournment of the Meeting convened by the Trustees which stood for the same time and place.

THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that a General Meeting of the Holders of the 4 per Cent. Prior Lien Bonds of the above Company will be HELD at the Terminus Hotel, Cannon Street, in the City of London, on MONDAY, the 21st day of March, 1910, at 12 noon, for the purpose of considering, and, if thought fit, passing Resolutions appointing or confirming the appointment of the undersigned, or some of them, as an independent Committee, with power to add to their number, to represent the interests of the holders of said Prior Lien Bonds, with authority to take such steps as may be deemed expedient to protect the interests of the holders of such Prior Lien Bonds as a separate class and by deposit of Bonds or Trustees' Certificates or otherwise to secure effective action.

Chas. A. Hanson (Chairman),
R. W. Cooper,
R. L. Hunter,
A. W. Maconochie
Committee (other than Mr. B. Newgass).
99, Gresham Street, London, E.C.,
15th March, 1910.

QUEBEC AND LAKE ST JOHN RAILWAY.

The undersigned, having consented on the request of influential holders of Prior Lien Bonds, to act as a Committee to protect the interests of that class of the securities issued by the Company and having already received substantial support, invite the holders of Prior Lien Bonds to attend a meeting of that class on Monday, the 21st March inst., at 12 o'clock, at Cannon Street Hotel, E.C., in order to secure effective organisation. This is the same place and time at which it was intended to hold the adjourned Meeting convened by the Trustees.

The holders of Prior Lien Bonds cannot fail to realise from the numerous circulars recently issued that, although the security of this particular class of Bonds ought to be unimpeachable, there is, in view of the present critical position of the Company, grave risk of the interests of the Prior Lien Bondholders being prejudiced, hence the urgent necessity for combination for self-protection. All holders of Prior Lien Bonds or Trustees' Certificates representing deposited Bonds are urged to attend the meeting and to send particulars of their holding to the undersigned. Certificates representing Prior Lien Bonds deposited with the Trustees or Prior Lien Bonds themselves should be presented at the meeting.

Yours faithfully,

Chas. A. Hanson (Chairman),
R. W. Cooper,
R. L. Hunter,
A. W. Maconochie.
Committee (other than Mr. B. Newgass).
99, Gresham Street, London, E.C.,
15th March, 1910.

Sao Paulo Tramway Company.—The British Empire Trust Co., Ltd., notify that the Sao Paulo Tramway Light and Power Co., Ltd. (Canada) have declared a quarterly dividend of 2½ per cent. on the capital stock, payable on the 1st April, 1910.

Canadian Car and Foundry Co.—The securities of this company have been listed on the Montreal Exchange, the Preferred being quoted at 102, and the Common around 70.

Lake of the Woods.—The directors have declared the regular dividend of 1½ per cent. on the Common stock, and also a 5 per cent. bonus. The dividend is payable on March 1 and the bonus on March 21.

FOUR PER CENT. DEBENTURES.
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY.
Subscribed Capital, £513,698. Paid-up Capital, £308,219.
Reserve Fund, £256,849. Total Assets, £1,770,803.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain.
144, St. Vincent Street, Glasgow.

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers.

FINANCE AND REAL ESTATE.

F. N. (Chatham).—Except in regard to the Canadian side of the industry, we do not offer advice with regard to rubber shares.

C. McK. (Dublin).—No. 1, no. No. 2, no. Nos. 3 and 4, quite good. The respective yields are 5.82 and 6.03 per cent. You can get them through your broker or banker.

"SON OF THE ROCK."—With the rapid development of the country, this merger has good prospects; but, of course, the investment is speculative, and the shares require watching. Asbestos bonds are less speculative.

T. J. L. (Manchester).—You will find an excellent selection that should suit your requirements at the end of "Notes on Insurance," on p. 308 of last week's issue of *Canada*, the yield being approximately 4 per cent.

INQUIRER (W. Kensington).—The issue of Amalgamated Asbestos bonds was very poorly responded to, but this does not in any way detract from their investment merits. We regard them as an excellent security, and one which will certainly improve in value as the merits of the company are better appreciated by British investors. You can invest your £200 or £300 in them with perfect safety. We understand a very large quantity of the issue was "taken firm" by the underwriters—in itself a good sign.

M.P. (House of Commons).—Many thanks for your complimentary letter. Your list of Canadian securities is an excellent one, but we should be disposed to have a larger proportion in bank shares. Both Toronto Railway stock and Montreal Street are sound investments, but we should not touch the textile issue mentioned at present. Lake of the Woods is an improving investment; in addition to the annual dividend of 6 per cent., the directors have just declared another bonus of $5 per share. Judged by a European standard, the stock is cheap even at the enhanced quotation.

EMIGRATION.

T. D. (Crosby). — You should address the Superintending Engineer of the principal railway companies. Undoubtedly there are better opportunities in Canada than here, where railway construction on a large scale is over. Should advise your booking to Winnipeg, with power to stop over at Montreal and Toronto. These are the principal railway centres in the Dominion. Address W. D. Robb, Superintendent of Motive Power, G.T.R., Point St. Charles, Montreal, and Superintendent of Motive Power, C.P.R., Angus Shops, Hochelaga, Montreal; also to the Superintendents of these companies, and of the Canadian Northern Railway in Toronto and Winnipeg.

"CARPATZ" (Bacau, Roumania).—Answers: (1) Yes, owing to the greater future opportunities of the new country. (2) If in summer, book by steamship, second cabin, landing you at Montreal; you can get cheap excursions to the Pacific Coast from there, or to principal centres in between. (3) The first you felt capable of doing, so as to save your capital while gaining local experience. Do not let it be known that you have any capital at all. (4, 5, and 6) As you must pass through Eastern Canada to reach British Columbia, should advise trying your chances at Montreal, Toronto, Fort William, Winnipeg, and other places on the way, instead of going direct to Vancouver, which is the present busiest city in the province of British Columbia.

ENQUIRY COUPON.

"CANADA," No 219. March 19. 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

TRADE.

G. W. (Cardiff).—According to the returns of the British Board of Trade, the trade between the United Kingdom and Canada during the last two years has been as follows in the leading items you name:—

Imports from Canada.

	1908.	1909.
Wheat	£6,484,000	£7,604,000
Meal and flour	818,000	1,188,000
Live cattle	2,051,000	1,922,000
Bacon and hams	1,966,000	1,518,000
Butter	240,000	120,000
Cheese	4,460,000	4,519,000
Salmon, canned	513,000	483,000
Lobsters, canned	303,000	219,000
Wood, sawn, etc.	2,885,000	3,051,000
Wood, hewn, etc.	287,000	253,000
Leather	368,000	395,000

It should be observed, in relation to these figures, that the monthly accounts do not give full details of all the items of trade, and that in 1908, in addition to the articles specified, large quantities of certain other commodities were imported from Canada. Among these may be mentioned apples (£838,000), Wood pulp for paper making (£286,000), and skins and furs (£313,000). Corresponding figures for 1909 will not be available until the later and more detailed annual statement is published.

Exports to Canada.

	1908.	1909.
Spirits	£326,000	£389,000
Iron and steel	1,096,000	1,532,000
Cotton piece goods	1,022,000	1,394,000
Woollen and worsted, etc.	1,819,000	2,575,000
Jute piece goods	205,000	285,000
Linen piece goods	196,000	309,000
Apparel, etc.	296,000	355,000
China and earthenware	262,000	274,000

GENERAL.

X. Y. Z.—If the deceased was a resident in Canada, enlisted in Canada, and served with the British forces in South Africa, his legal representative is entitled to make application to the Minister of Militia and Defence, Ottawa, Ont., for the issue of a land warrant. This warrant entitles a person to make entry for two adjoining quarter sections of Dominion lands available for homestead in one of the three Western Provinces of Manitoba, Alberta, and Saskatchewan, subject to the usual homestead conditions. These warrants are now selling at about $600. Write the Secretary, Department of Militia and Defence, Ottawa, giving full particulars of the enlistment and death of the volunteer you allude to.

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THE CANADIAN LOBSTER FISHERY

According to a report made to the Dominion Government, Canadian lobster supplies for the United States are far below the average. It is not stated whether the supply is so small as to threaten an increase of price in the American market, but reports from Nova Scotia indicate that the catch is about one-third. Canadian fisheries yielded in 1908 about 125 million pounds, of which nearly one-half came from Nova Scotia. Last year bitter disputes between the fishermen and the canners resulted in a complete break. The fishermen did not get their traps into the water until July, and were driven off by storms repeatedly, so the total catch is small enough to indicate a probable increase in retail prices.

A two volume blue book (No. 22A--1909) has been issued containing the full evidence taken before Commander William Wakeham, M.D., officer in charge of the Gulf Fisheries Division, in the course of his investigation into the lobster fishery in Quebec and the Maritime Provinces.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending February 25, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
City of Cobalt	64,010	60,000
Cobalt Central	—	40,375
Crown Reserve	61,153	290,900
Kerr Lake	300,005	—
King Edward	[illegible]	
La Rose	212,565	259,050
Nipissing	126,837	212,675
Right of Way	—	122,490
Silver Cliff	66,010	—
Trethewey	—	65,000
Totals	878,747 (440 tons)	1,050,490 (525 tons)

BRITISH COLUMBIA.

The following shipments have been made:

BOUNDARY.

	Week ending Feb. 19. Tons.	Week ending Feb. 26. Tons.
Granby	25,794	28,267
Mother Lode	9,500	9,000
Snowshoe	3,426	4,822
Oro Denoro	300	200
Totals	39,020	42,289

ROSSLAND.

Centre Star	3,405	3,623
Le Roi No. 2	503	609
Le Roi No. 2, milled	300	300
Le Roi	164	299
I. X. L.	5	—
Totals	4,377	4,831

SLOCAN-KOOTENAY.

Blue Bell	137	39
Whitewater	80	81
St. Eugene	404	194
Standard	25	36
Nugget	24	—
Richmond-Eureka	124	67
Queen	25	—
Emerald	238	85
Mollie Hughes	13	—
Yankee Girl	81	208
Granite-Poorman	31	30
Van Roi	31	31
North Star	72	64
Utica	23	—
Ethel	30	—
Sullivan	111	278
Central	42	—
Bonanza	19	—
Monarch	114	—
St. Eugene, milled	2,775	2,775
Whitewater, milled	600	600
Van Roi, milled	800	800
Blue Bell, milled	1,000	1,000
Kootenay Belle, milled	70	70
Granite-Poorman, milled	250	250
Queen, milled	420	420
Nugget, milled	110	110
Ruth	—	58
Rambler-Cariboo	—	44
Mother Lode	—	33
Hope	—	23
Eastmot	—	29
Zella M.	—	20
Tom Thumb	—	89
Payne	—	13
Totals	7,640	7,447

SMELTER RECEIPTS.

Granby	28,267	25,794
B.C. Copper Co.	9,200	9,800
Consolidated Co.	10,993	9,223

Mr. J. W. Teale, of Messrs. Bainbridge, Seymour and Co., sailed for Canada on Saturday in connection with mining business.

"The Yorkshire woollen manufacturers," says *Men's Wear*, "feel that trade follows the flag, and that wherever Britishers plant themselves they look to Yorkshire as the source of their supply for clothing. This has been evidenced by the increasing demand from Canada for cheap and medium cloths, for during the past five years the population of Canada has been largely swollen by the numbers of Britishers who have gone out to the Dominion."

Mining Engineer.

ARTHUR E. HEPBURN,
Consulting Mining Engineer,
956, Nicola St.,
VANCOUVER, B.C.
Cable Address:
"RUHTRA,"
Vancouver.

The Subscription List will close on or before Saturday, 19th March.

DOMINION OF CANADA

TOWN OF MAISSONNEUVE, MONTREAL.

Issue of £143,800 4½ per cent. Debentures of £100 each, Due 1st May, 1949.

ISSUE PRICE, £106 PER CENT.

Interest will be paid by coupons half-yearly on the 1st May and 1st November, the first coupon for six months' interest being payable 1st November, 1910.

Principal and interest will be paid at the Bank of Montreal, London, in sterling.

The Bank of Montreal, 47, Threadneedle Street, London, E.C., having purchased the above Debentures, offers them for subscription at the price of £106 per Debenture, payable:

£5 per cent. on Application.
£101 per cent. on May 2, 1910.

£106

Payment in full may be made on or after allotment under discount at the rate of 2 per cent. per annum.

The Debentures are created under the authority of the Statute of the Province of Quebec, 9 Edward VII. Chapter 89, an Act to amend the Charter of the Town of Maissonneuve, and resolutions of the Council of the Town of Maissonneuve. A Sinking Fund of 1 per cent. per annum is provided.

The town of Maissonneuve adjoins Montreal, and the following information is furnished by the City Clerk as on June 22, 1909:

1. Debt (inclusive of present issue and Floating Debt, about £40,000)	£504,616
2. Taxable Real Estate	£1,928,630
3. Property exempt from Taxation	£193,726
4. Property owned by the Township	£603,411
5. Revenue	£31,521
6. Expenditure	£32,794
7. Rate of Taxation is equivalent to about 2½d. in the £	
8. Population—about 20,400.	

9. The proceeds of the Debentures now offered are required for the purpose of paying off the Floating Debt, of about £40,000, and to execute permanent works.

Applications on the accompanying form should be lodged with the Bank of Montreal, 47, Threadneedle Street, London, E.C., together with a deposit of £5 for each Debenture applied for.

Scrip Certificates to Bearer will be issued against Allotment Letters. Definitive Debentures will be issued in due course in exchange for fully-paid Scrip.

Failure to pay the instalment due May 2 will render the previous payment liable to forfeiture. In case of partial allotment the balance of the deposit will be applied towards the instalment due May 2, 1910.

Application will be made in due course for an Official quotation of the Debentures on the London Stock Exchange.

Prospectuses and Forms of Application may be obtained from the Bank of Montreal, 47, Threadneedle Street, London, E.C., or from Messrs. R. Nivison and Co., Bank Buildings, Princes Street, London, E.C.

London, March 17, 1910

This Form may be used.

No.

Dominion of Canada.

TOWN OF MAISSONNEUVE, MONTREAL.

Issue of £143,800 4½ per cent. Debentures of £100 each, due May 1, 1949.
Issue Price, £106 per cent.

APPLICATION FORM.

To Bank of Montreal,
47, Threadneedle Street, London, E.C.

Gentlemen,—Having paid to you the sum of £............, being a deposit of £5 per cent. on £............ of the above Debentures, I (we) hereby request that you will allot me (us) that amount of Debentures, and I (we) hereby agree to accept the same or any less amount that may be allotted to me (us) and to pay the balance due May 2, 1910, according to the terms of your Prospectus dated March 17, 1910.

Name (in full) .
(Mrs. or Miss).
Address (in full) . . . . .

Date.........March, 1910.

Cheques should be drawn to bearer, and crossed "Bank of Montreal."

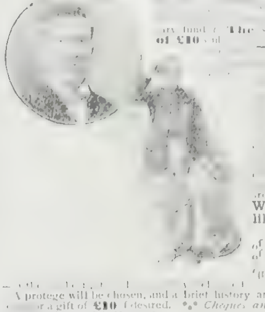
MINING COMPANIES.

Rossland-Kootenay Mining Company.—The directors' report for the nineteen months ending December 31 last shows a credit balance of £691 2s. 6d. The directors state that the position of matters at Rossland remains unaltered, as it has not yet been possible to effect a sale of the properties. A quarter share has been obtained in the Nueva Chihuahua property, situated in one of the richest silver-lead mining camps of Mexico.

Camp Bird, Ltd.—The report of the company for the quarter ending January 31 shows the mill crushed 20,057 tons of dry ore. The receipts were $511,634, and working expenses $161,823, leaving a profit of $349,811. On January 12 a dividend of 1s. a share (£41,000) was declared. Meanwhile, development at the Santa Gertrudis mine, the company's property in Mexico, is being carried on satisfactorily. The new mill, which will have a capacity of about 15,000 tons a month, is nearly completed.

In a reference to the firm of Messrs. W. W. Jones, Dooly and Co., freight and shipping agents, 38, Victoria Buildings, Manchester, published in our last issue, it should have been stated that this firm, which does a large business with the Dominion, quotes through rates to all points in Canada. The firm has branches in London, Liverpool, and Bradford. At Manchester the firm undertakes the storage and expert examination of tinned goods, with which it deals in large quantities.

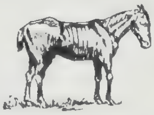
DR. BARNARDO'S HOMES
want to give their trained boys and
[illegible] fund [illegible] The small sum of £10 [illegible]



Would you like to pay for one of the [illegible] of 350 Boys and Girls sailing (D.V.) this week?
A protege will be chosen, and a brief history and photograph [illegible] for a gift of £10 if desired. *_* Cheques and P.O.'s pay [illegible] "Dr Barnardo's Homes."
Honorary Director, WILLIAM BAKER, Esq., M.A. LL.B.
18 to 26, Stepney Causeway, London, E

Established 1833.
Wm. POTTS & SONS
Church and Turret Clock Manufacturers,
GUILDFORD STREET,
LEEDS.
MAKERS OF THE
Lincoln, Newcastle, and Carlisle Cathedral Clocks; Gt. St. Mary's, Cambridge; Bath and Hexham Abbey Clocks; Galway Parish Church, Ireland; Coldstream U.F. Church, Scotland; Leeds Parish Church; Bangor Memorial, Wales; Ladysmith Town Hall, S. Africa

THE GRAHAM-ROBINSON STEEL CO., Ltd.,
Neepsend Rolling Mills,
SHEFFIELD (ENG.).
TELEGRAMS: "Octagon, Sheffield."
HIGH-SPEED STEEL.
Best Grade Tool Steels
FOR ALL PURPOSES.
Files, Augers, H.S. Twist Drills, etc.



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THE GREAT INDIAN SPECIFIC. 30 Years' Reputation.
Best on the Market Used in H.M. Regiments.
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THE "CANADA" NEWSPAPER CO.,
Aberdeen Chambers, Victoria Street, TORONTO.
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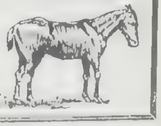
H. C. JOHN, 54, PICCADILLY, LONDON, Eng.



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BOOK YOUR PASSAGES AT ONCE, if going out this Spring, with
BELL & PARK, EMIGRATION AND PASSENGER AGENTS,
7, New Bond Street BATH;
89 [illegible] Street, [illegible];
133 High Street OXFORD;
77 Middle Street YEOVIL.
No expenses [illegible] Farm Labourers and Domestic [illegible] Write for particulars. Steamers [illegible] Mention this paper

Westley Richards & Co. LTD.,
Gun & Rifle Makers,
LONDON & BIRMINGHAM, ENG.
Send for Catalogue "C."
GUNS SPECIALLY BUILT FOR CANADA.

SPECIALITIES IN . .
BIRD FOODS & SEEDS
Export Trade through Shippers.
R. HYDE & CO., Ltd.,
LONDON, England.

International Leather Co. Ltd.
LEEDS (England).
Manufacturers, Exporters, and Importers of all kinds of
Upper Leathers for Boots & Shoes
ALSO AT PARIS.

PORT ARTHUR, THE WHEAT CITY AND INDUSTRIAL CENTRE, at the Canadian head of Lake Superior, with its 37,000,000 bushel elevator capacity. In the centre of the North American continent, at the head of navigable connection with Europe, South-Eastern Canada, Duluth, Chicago, Detroit, Buffalo, and New York. Has foundries, a blast furnace, millions of tons of iron ore, gold, silver, copper, nickel, etc. Large saw-mills and forests of spruce, pine, poplar, birch etc. THREE INTER-TRANSCONTINENTAL RAILWAYS. Offers FREE SITES, CHEAP ELECTRICAL POWER, and OTHER CONCESSIONS TO PROSPECTIVE small or large INDUSTRIES. For further particulars address JAS. McTEIGUE, City Clerk, Port Arthur, Ontario, Canada.
$100,000 worth of eggs used annually. Want farmers to take up each 160 ACRES FREE GRANT LANDS, to raise and grow for us annually one million dollars' worth of farm produce. For new pamphlet, how to get here, and further information, write to R. A. BURRIS, Canadian Government Immigration Agent, Port Arthur, Ontario, Canada. Port Arthur, being the gateway to the great West having a population of upwards of two million people, and room for fifty millions more, rapidly filling up, is the centre for manufactures and wholesale establishments.

CANADIANS IN LONDON.

The following have registered their names at the Office of the High Commissioner, 17, Victoria Street, S.W. :

Mrs. Maud Baxter, Miss Templeton, Vancouver, and Mrs. W. A. Tebb, Hamilton 19 and 20, Bedford Place, Russell Square
George S. Plow, Montreal—7, Carlton Hill, St. John's Wood.
Lieut.-Col. Stimson, Toronto—Grand Hotel.
Miss B. Warren, Toronto—22, Victoria Square, S.W.
Mr. and Mrs. R. J. Taggart, Vancouver—Melbourne Hotel.
Archibald Reid, Montreal—Waverley Hotel.
Julius and Johan Kruschel, Morden, Man. Buckingham Gate.
J. E. Mihell, Fort William Empress Hotel.
Miss Florence Miller, Toronto, and Miss Kathleen Ewart, Ottawa 36, Leinster Square.
H. M. E. Evans, Edmonton—United Empire Club.
W. A. Black and Miss Black, Halifax—Hotel Metropole.
Mr. and Mrs. Thos. Harling, Montreal—Strand Palace Hotel.
Mr. and Mrs. J. T. Deacon, Milton, Ont.-16, Bedford Place.
John A. Stevenson, Winnipeg 263, Finchley Road, Hampstead.
Dr. and Mrs. H. S. McSorley, Michel, B.C.—Russell Hotel.
Jas. B. Bryson and D. E. Manchester, Ottawa—17, Cockspur Street.
G. C. Edwards, Killarney, Man.—36, High Street, N. Finchley.
James Paton, Charlottetown—Ivanhoe Hotel.
Miss Dorion, Charlottetown—Ivanhoe Hotel.

The following has registered at the office of the Agent-General for Ontario, 163, Strand :

W. H. Mulholland, S. Mountain, Ont.—31, Calabria Road, Highbury, N.

The following have registered at the office of the Agent-General for British Columbia, Salisbury House, Finsbury Square :

Graham Forester, Victoria—Berners Hotel.
Mrs. White Birch, Sidney—York Hotel.
H. J. Scott, Victoria—Hotel Cecil.
Leslie Hill and the Misses Hill, Nelson—Members' Mansions, Victoria Street.

The following Canadians are also in London :

Hotel Cecil—R. K. Bishop, of Newfoundland, and A. H. Murray, of St. Johns, N.F.
Piccadilly Hotel—D. Ross, of Toronto.

PLAYS WORTH SEEING.

"The O'Flynn," Sir Herbert Tree's latest production at His Majesty's Theatre, despite the faint praise of some patronising critics, continues, and deservedly, to meet with a cordial reception at the hands of the public. It is melodrama of the highest type, graceful and full of action, while the production is, as might be expected, elaborately staged.

"The Scarlet Pimpernel."—Mr. Fred Terry has revived the dramatisation of Baroness Orczy's stirring novel of the French Revolution, "The Scarlet Pimpernel," at the New Theatre. To those who have not already seen it we can safely recommend this piece, so admirably suited to Mr. Terry's particular talents.

"When Knights were Bold," in which James Welch is now appearing at the Criterion, is farce of the lightest and most diverting kind, while the curtain-raiser "Milly's Mother," which precedes it, is also entertaining in the extreme.

EASTER HOLIDAYS.

The special programme of excursions issued by the Great Central Railway embraces special opportunities of visiting nearly 600 seaside and inland resorts, extending through the Midland Counties, Yorkshire, Lancashire, North-East and North-West Coasts, and North of England generally. Arrangèments have been carefully made to shorten the journey of the long-distance traveller by running extra fast trains. Special corridor trains leave Marylebone on Thursday, March 24th, at 8.45, 10 a.m., 12.5 p.m., 3.15, 3.20, 4.30, 6.20, 10 p.m., and 12.30 midnight; and special trains will also be run on Good Friday, Saturday, Sunday, and Monday (Bank Holiday). Other noticeable features of the programme are the issue of Saturday to Monday week-end tickets, frequent day and half-day facilities to the picturesque and historical villages in Middlesex, Herts, and Beechy Bucks. Special low fares are announced for walkers and cyclists available from Marylebone by any train on any day, and from Saturday to Monday. Copies of this comprehensive publication may be obtained free of charge at Marylebone Station, Great Central Company's Town Offices and Agencies, or by post from Publicity Department, 216, Marylebone Road, N.W.

BOOKING OFFICE NOW OPEN.

FESTIVAL OF EMPIRE
— AND —
Pageant of London
To be held at the
CRYSTAL PALACE MAY, JUNE, JULY.

15,000 Performers will take part in the Great Pageant of London, with a Special Contingent of Canadians in the Grand Finale—"**The Children Gathered Round the Mother.**"

PRICES OF NUMBERED AND RESERVED SEATS.

Single Day Tickets—21/-, 15/-, 10/6, 7/6, 5/-, 3/6, 2/6.
Private Boxes £10 10 0 to seat 6 Persons.
Three-Day Tickets, available for Three CONSECUTIVE Days, for the Cycle of Three Pageants, Parts I., II., and III.
Three 7/6 Seats, 20/- Three 10/6 Seats, 27/6 Three 15/- Seats, 40/-
Three 21/- Seats 52/6 Three £10 10 0 Private Boxes for £25.

Seats may be booked at the Offices of Administration, 49, St. James's St., London, S.W.

Cheques to be made payable to "Festival of Empire," and crossed "The Union of London and Smith's Bank, E.C."

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STRICTLY first-class in all its appointments. Celebrated for its home comforts, perfect quiet, excellent attendance and the peculiar excellence of its cuisine, and has been patronised by their Royal Highnesses Prince Leopold and the Princess Louise, the Marquis of Lorne, Lord and Lady Lansdowne, Lord and Lady Stanley, the Earl and Countess of Aberdeen, Lord and Lady Minto, and the best families. Is most delightfully situated near the Bay on Front Street, and is one of the largest and most comfortable Hotels in the Dominion. McGAW & WINNETT, Proprietors.

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ABSOLUTELY FIREPROOF
JOHN R. STIRLING PROP.

In the heart of the Theatre and Shopping district; Street Cars pass the door for anywhere; Running hot and cold water, and long-distance Telephones in all rooms; Cuisine the best.

AMERICAN PLAN, $2.50 to $4.00.
EUROPEAN PLAN, $1.00 up.
Home of English Tourists.

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OUR PRIDE is our CUISINE; is not EXCELLED anywhere.
Tourists will find a home here.
American Plan, $2.50 (10/-) up.
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The leading HOTEL of the South West, is situated near the Oil Wells of the County.
Home for Tourist & Investor.
Try us once.
American plan, $2.00 up.
W. S. RICHARDS.

TO CANADIANS VISITING ENGLAND.

You can have your mail directed to the care of H. G. McMicken, St. Mary's Chambers, St. Mary Axe, London, E.C., near the Bank of England and the Mansion House, where they will be taken care of and re-directed on request. You can use his cable address "Hamigram, London," for cable messages and have them translated, using the A1, A.B.C. 4th and 5th editions, Bedford McNeill or Western Union codes, for which no charge is made. You can get your steamship tickets home via all S. S. Lines, Allan, American, Anchor, Atlantic Transport, C.P.R., Cunard, Dominion, Hamburg-American, Norddeutscher-Lloyd, Red Star, White Star, and others.

Special facilities for best accommodation at lowest rates. Tickets to all points in United States and Canada and around the World. Freight parcels and articles of every description forwarded to Canada, the North-Western States and British Columbia. Freight and passenger rates quoted on application. Advice as to best and cheapest markets cheerfully given.

IMPERIAL COLONIAL CLUB
will move to larger premises this Spring.

In the meantime hospitality is offered to members by the Ladies' Imperial Club, 17, Dover Street, W. (ladies); and the Grosvenor Club, 1a, Dover Street, and by the United Empire Club, 117, Piccadilly, W. (gentlemen).

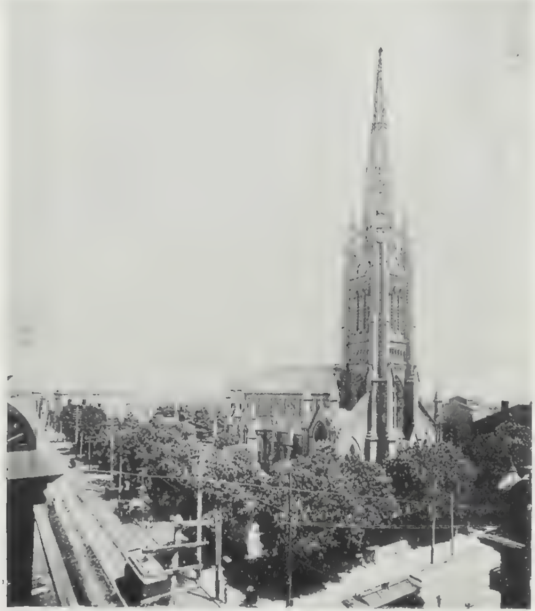
One thousand new members will be elected without entrance fee. Special advantages to Colonials. Particulars of Secretary—

5, Albany Courtyard, Piccadilly, W.

CANADA

No. 220. SATURDAY, MARCH 26, 1910. Vol. XVII. 6D. WEEKLY.

EASTERTIDE: SOME IMPORTANT CANADIAN CHURCHES.



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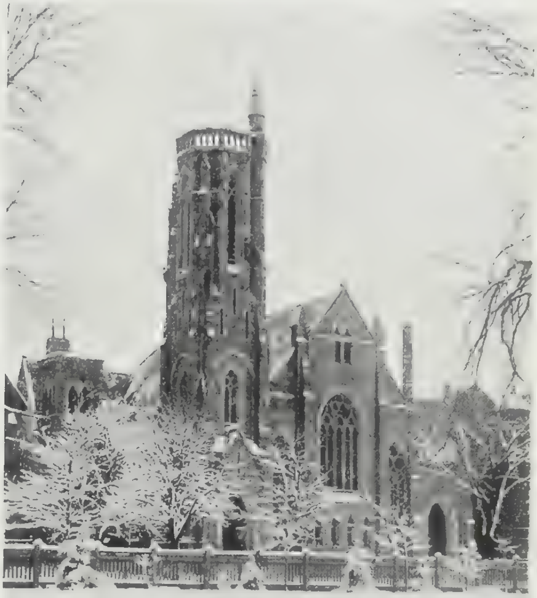
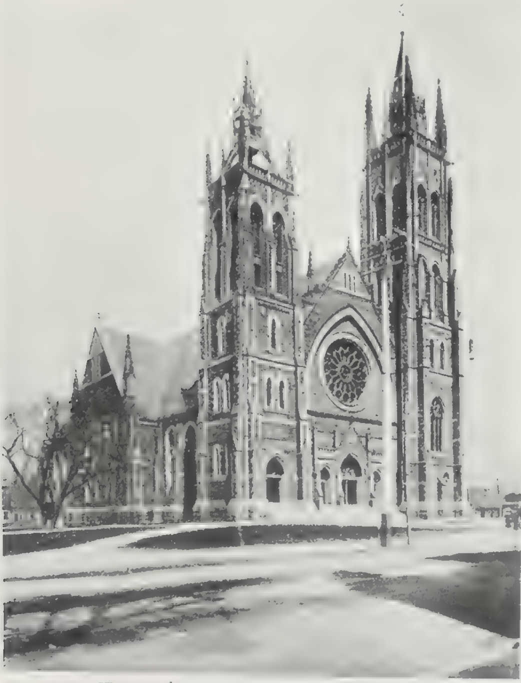
ST. JAMES' CATHEDRAL, TORONTO.

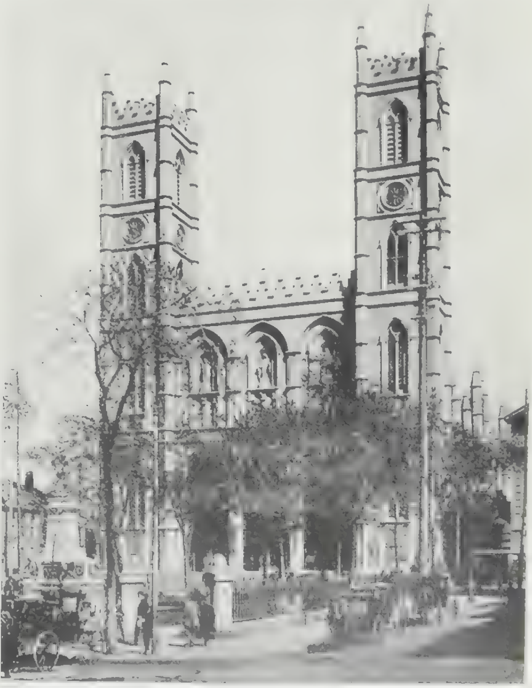


[Valentine & Sons.

THE PRESBYTERIAN CHURCH, ST. JAMES' SQUARE, TORONTO.



ST. JAMES' METHODIST CHURCH, MONTREAL.



NOTRE DAME CHURCH, MONTREAL.

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
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BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
KEEWATIN
MANITOBA
UNGAVA
LABRADOR
QUEBEC
ONTARIO
OTTAWA
NEW BRUNSWICK
NOVA SCOTIA
UNITED STATES
TORONTO
MONTREAL

NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

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Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

YANKEE COERCION.

THE United States are shaking a "big stick" at Canada. They are threatening that, unless they are placed on the same preferential tariff footing as France, they will on March 31 impose on the Dominion the maximum rates under the Payne Tariff Law. Their contention is that the French Treaty unduly discriminates against the United States, especially since under it not only France, but the other countries entitled to "most favoured nation" treatment as regards British Imperial trade such as Spain and Austria - will be placed in a more favourable position than they.

Canada has, as was to be expected, shown no disposition to quail under the threat levelled against her. The Commissioners who made a pilgrimage to Ottawa with a view to bringing the Dominion Government to reason -in itself a striking tribute to Canada's rapidly increasing importance in the eyes of her neighbours, as well as of the rest of the world—have had to return to Washington empty-handed. Mr. Taft's conference with Earl Grey and the Hon. W. S. Fielding is an indication of the critical character of the resultant situation. Whatever be the outcome, Canada simply takes her stand on the fact that the United States have granted no special privileges to her, such as alone could entitle them to be placed under the intermediate tariff. Before France could be admitted to it, she had to make considerable concessions just as Germany is in process of making good her claim to similar treatment. As a matter of fact, while the average American tariff on Canadian exports is 42 per cent., the average Canadian tariff on American exports is only 23 per cent. On the very face of it, Canada is justified in absolutely refusing, as she has done, to yield to the cool demands of the United States.

Her position is fortified by more than one consideration. Should a tariff war actually ensue, has she not newly emerged with triumph from a similar conflict with Germany? Her position as regards the United States is even stronger. The Americans themselves seem to have realised this. Their Tariff Board is understood to have recommended the President to apply the minimum rates of the Payne Law to Canada, pointing out that many of the articles the United States import from Canada constitute practically their sole supply. Apart from minerals like nickel, this is certainly the case with regard to wood-pulp and paper, and certain grades of timber, for which the Americans have to rely upon Canada. In the event of Canada taking action with regard to these and various manufactured articles. therefore, whole industries would be crippled in the Northern States. Moreover, at present the United States export nearly $2 worth of goods to Canada for every $1 worth Canada sends them, the totals in 1908 being respectively $220,791,209 and $113,520,500. As the *Minneapolis Journal* warns its countrymen, "A tariff war will damage us three or four times more than it would damage Canada." Even a diplomatic vindication of their right to threaten any country with the maximum rates would, therefore, be dearly bought.

One consequence of the imposition of a surtax upon American imports would be to offer an opportunity to British and German manufacturers to step in and seize the American trade. As the *New York Herald* points out: "The United States exports to Canada consist almost entirely of manufactures which Great Britain, if her advertising methods and commercial travellers were as shrewd and keen as those of the United States, ought in large measure to supply." Are British manufacturers prepared, as we have so often urged them to be, to rise to the occasion if it is offered them? Will they remove the reproaches so often heaped upon them—as witness Professor Caldwell's remark in his article on "England and the Empire" in the *National Review*, when he says that "any foreign 'commercial' will tell you that too many British houses are relying on the goods and the tastes of the days of their grandfathers"? The Germans, at any rate, are leaving no stone unturned to profit by the commercial agreement into which they have entered with Canada. Over 300 German firms have already prepared themselves to enter the field; while, on the other hand, the Dominion Government has announced its intention of stationing a commercial agent in Germany in order to foster the trade between the two countries.

Another aspect of the situation which very intimately concerns Great Britain is its bearing on trade within the Empire. Not only would a commercial treaty between the United States and Canada further diminish the value of the Canadian preference we already have, but it would make the carrying out of a scheme of Imperial preference more difficult than ever. And, as Mr William Mackenzie, the President of the Canadian Northern Railway, emphasised the other day, "Preference is not so essential to the Colonies as it is to the Empire as a whole. The question is, in fact, whether we are to be an Empire or not." The establishment of an Imperial Council of Commerce, to which

"BRITISH TRADE IN CANADA": Hints to Manufacturers and Travellers. Published by the "Canada" Newspaper Company. Price 1/-.

the Association of Chambers of Commerce of the United Kingdom gave its approval the other day, may be desirable enough, but it could do little towards the attainment of the end in view. The truth of Mr. Chamberlain's words is with every turn of events becoming more and more clear: "The Colonies will never want for suitors, and if you do not pay your court to them while still they are willing to receive your addresses, you will find that in the time to come they will have made other arrangements, and you will no longer be welcomed in the house of those who are now your greatest friends." "Every time," says the *Saturday Review*, "we refuse to assist one of our Colonies in adjusting her relations with a foreign Power we are losing a chance to draw tight the economic and Imperial bond. To our inertia is due the present position between the United States and Canada." The observation is also very much to the point that "Now it rests with Great Britain to say how this increasing volume of trade shall run—whether it shall flow North or South, between the United States and Canada, or West and East, between Canada and Great Britain. Is the old bitter cry of 'annexation' days to be found true after all, and is American trade bound in the end to follow the meridians of longitude?" That is the true inwardness of the situation, and the Mother Country least of all can afford to ignore it.

◆

NOTES OF THE WEEK.

A Secretary of State for the Dominions.

A dinner given by the Royal Colonial Institute in honour of Sir George Reid, High Commissioner in London for the Commonwealth of Australia, was notable for a declaration by Lord Crewe concerning the future administration of the affairs of the Oversea Dominions. He thought, he said, the time would come, and it might come at no very distant date, when the double position of Secretary of State for the Colonies might have to be reconsidered with a view to some further arrangement being entered into, by which the care of matters relating to the Dominions might be entrusted to one official, and the care of the Crown Colonies and Protectorates, which was work of a very different kind, to another. Such a step would certainly be in the right direction. As the *Outlook* remarks, from the standpoint of the self-governing States, the implied distinction would be gratifying, and the pressure at present put upon the Colonial Secretary would be relieved by the division of responsibility. There will also be cordial agreement with Lord Crewe's other recommendation that there should be a stronger alliance of interests between the Mother Country and the Dominions on all matters of Imperial consideration, and that the settlement of Imperial questions should be by mutual agreement. The sooner the reforms outlined by the Colonial Secretary are carried into effect the better will it be for the Empire.

* * *

A Reformed House of Lords.

It was only fit and proper that reference should be made in last week's debate in the House of Lords to the attitude of the Oversea Dominions regarding the reform of the Second Chamber. It may be, as Lord Crewe declared, that "the composition of the Imperial Parliament is an entirely different thing from the question of a Second Chamber," and that "the ultimate form which the House of Lords may take will not be regarded by the self-governing Dominions as a matter which can in any way inflict injury upon them," but the Dominions have a very real interest in the competency of the Imperial Parliament to deal with Imperial affairs. The proposals of Sir Pieter Bam and other far-sighted Imperialists for the direct representation at Westminster of Canada, Australia, New Zealand, South Africa, and the other outlying units of the Empire have aroused marked interest there as well as in the Mother Country. We are sorry to observe that Lord Lansdowne, while admitting the picturesqueness and attractiveness of the idea, does not regard it as practical. There are many who will question the correctness of his view that "the Colonies would not part with their best men in order that those men should attend regularly" in the House of Lords, and that "the Colonies would not be grateful for the amount of representation which by the force of circumstances we should be able to give them by admitting what necessarily must be a small number of their public men to this Assembly." No one is more fully alive than the people of the Oversea Dominions to the fact that the time is more than ripe for the creation of a really Imperial Parliament.

* * *

"King Wheat" in Saskatchewan.

"Saskatchewan," prophesied Mr. William Whyte, Vice-President of the C.P.R., some little time ago, "will soon be producing more wheat than any State in the Union, and in less than a decade will produce more wheat than all the United States combined." It certainly looks as if the prophecy, astonishing as it is, were to be fulfilled. The final returns of the crop yields of the Province place it in the third rank among the Provinces and States as a producer of wheat and oats. The area under wheat has increased from 276,253 acres in 1898 to 4,085,000 in 1909, and the yield is now 90,215,000 bushels an average of 22.1 per acre bringing $75,780,600 to the producers. The area under oats last year was 2,240,000 acres, and the yield 105,465,000 bushels an average of 47.1 per acre worth $27,420,900. As regards wheat Saskatchewan is surpassed on the North American continent by only Minnesota and North Dakota, and as regards oats, by Illinois and Iowa. When it is mentioned that the total agricultural assets of the Province, valued at $178,421,961, and owned by 81,803 farmers, were grown on less than 12 per cent. of the estimated arable acreage in the Province south of parallel 55, it will be seen that its possibilities of expansion in this direction are enormous. "Saskatchewan," said Mr. James Murray, superintendent of the experimental farm of Brandon, Man., lately, "has more good land that can be put under crop than any other Province in Canada, and if the farmers of to-day and to-morrow work this land as it should be worked, it will be the banner agricultural Province of Canada." Mr. J. A. Mooney, of Regina, Vice-President of the Canadian Seed Growers' Association, put the Province's position even more strikingly at the recent Agricultural Societies' Convention, when he stated that next year they would break one and a quarter million acres more land. "With this wealth coming from our soil and King Wheat demonstrating to us that the wealth of our plains is as unlimited as our plains are boundless," he said, "we find a rush of immigration coming to take possession, railroads forming a network over it in order to gather in our products, new towns and countless homes springing up in a season."

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The Clergy as Emigration Agents.

Recent appeals made by the Archbishops of Canterbury and York, and addresses delivered by the latter and the Bishop of London, may be quoted as evidence of the leading part played by the clergy and by organisations connected with the Anglican Church in England in stimulating emigration to Canada. In the Dominion, where the adherents of the Anglican communion only rank fourth in number, it is not generally recognised how great an advantage it is to have so much attention drawn to Canada by the numerous societies which are more or less under the direction of the bishops and clergy of the Church of England. The Premiers of Ontario and British Columbia—Sir James Whitney and Mr. McBride—lose no opportunity of extolling the value of the emigration campaign waged by General Booth and his powerful organisation. The work of the Salvation Army, however, mainly lies in the congested urban areas, where the bulk of what Canadians designate "undesirables" are mostly to be found, while the influences of the Church of England organisations extend into every English parish. The work of such men as Archdeacon Lloyd, of Saskatchewan, Canon Beanlands, lately of British Columbia, and Canon Welch, so long resident in Toronto, deserves recognition, and undoubtedly is increasing the knowledge of the prospects offered by the Dominion to the very class of settlers whom it is most beneficial to the country to receive.

* * *

British Columbia's Timber Resources.

Last week we quoted the Hon. Clifford Sifton's statement that the north of British Columbia contains the finest lumber in the Dominion. How completely that remark is justified may be judged from the article on "The Coast Timber of British Columbia" which we publish on another page. In it the investor will find much useful and suggestive information regarding the value of the lumber industry as an outlet for his capital. In concluding, the writer sounds a word of warning as to the necessity for the institution of a well-approved system of forestry and of forest preservation. Something of this nature may be looked for as a result of the investigations of the Conservation Commission, of which Mr. Sifton is chairman. Meanwhile the *Times* has only too good warrant for remarking, in examining the position of the forests of the Empire, that "Canada is still chiefly engrossed in production, and gives little serious attention to the re-stocking of cleared areas, although her productivity must inevitably diminish in time." At the same time, it is pointed out that: "For the backward condition of Canada in regard to scientific forestry there is much reasonable excuse. The rainfall and water supply of Canada are not seriously affected, and the vast areas under timber have possibly justified a somewhat reckless process of clearance, which cannot, however, continue indefinitely except under scientific direction." Newfoundland and Nova Scotia have shown a good example to British Columbia and the rest of the Dominion in taking steps to tackle the question in earnest.

* * *

Toronto Vindicated.

Some weeks ago there appeared in the *Weekly Scotsman* a letter on "Domestic Service in Canada," in which somewhat serious reflections were cast upon the conditions of life in Toronto. This has evoked a spirited retort from the Mayor of the city, in which these statements are traversed, and the injustice done to its good name is refuted. Mr. Geary declares that while the people of Canada are not, and do not profess to be, better than those resident in any other part of the British Empire, they lay claim to as high a standard of morality as theirs. In Toronto, he points out, with its population of 400,000, there are but 110 licensed hotels (no saloons) and 50 liquor shops; while "that Toronto is less immoral than any other city of equal population in England, Ireland, Scotland, or America," hundreds of persons of undoubted veracity and responsibility would, he has no doubt, attest. As to the wages paid to those in hotel service, Mr. Geary states those of housekeepers to be from 25 to 75 dollars a month, and of maids from 14 to 18 dollars a month, with board and room in each case. The Rev. A. Logan Geggie also had his attention drawn to the allegations, and he, too, is emphatic in contradicting them, characterising the letter containing them as "absolutely misleading, and, if it is to be interpreted literally, absolutely false." "I do not know the people here," he says, speaking with ten years' experience of Toronto, "if domestic servants who are attentive and ordinarily capable have not reason to be content with their lot." "I have," he adds, "lived in Canada for over twenty years, and I do not know a finer type of womanhood than our Canadian women." And his closing words are: "This is a land for strong arms, clean hands, clear heads, pure hearts." Altogether there could be no stronger vindication of Toronto and its citizens and no better tribute to Canadians. It is only to be regretted that people who ought to know better should take it upon themselves to make utterly unfounded statements of the kind thus disposed of.

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NEWS BY CABLE.

Canada and the United States

At a banquet at Albany (New York) President Taft and Earl Grey both made speeches on the subject of friendly relations between the United States and Canada, expressing the hope that these would always be maintained. Earl Grey said: "So long as the Stars and Stripes and the Union Jack get together, there will always be fair weather." Mr. Taft, referring to the tariff dispute, said every effort would be put forth by the United States to find a means of avoiding the erection of a tariff wall between America and Canada. "It is," he said, "to our great advantage to be just to Canada, and to their advantage to be just to us."

A Fruitless Meeting.

The meeting between President Taft and the Hon. W. S. Fielding, Canadian Minister of Finance, at Albany, has led to no conclusion on the tariff question, and the subject still remains one for friendly negotiation. Mr. Taft is being bombarded with urgent protests from important business interests against the enforcement of the maximum tariff and the consequent precipitation of a tariff war.

The President (says the *Daily Mail* special correspondent) will use wide discretionary powers and will permit the present schedules to remain in force until a final settlement of the difficulties with Canada. A way may be found out of the difficulty by Canada giving to the United States the same rates as France and other favoured nations get on a fractional portion of the whole list of imports, the concessions being confined to certain articles, the lowering of the duty on which will not injure any established Canadian industry.

Suffragist Scene in Ontario Legislature.

At the conclusion of the Governor's speech dissolving the Ontario Legislature a woman arose in the gallery and loudly declared that legislators had forgotten "Votes for Women," and that they should attend to it before next session. The interrupter, who is Miss Olivia Smith, formerly of London, England, was not detained.

Canada and Home Rule.

In a speech at a St. Patrick's banquet in Montreal Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, responding to the toast of "Canada," gave a glowing description of the country's progress during the past forty years, and emphasised the harmony prevailing between the people in all sections of the country, varied as their interests were in some respects, and the loyalty of everybody to the Crown and Empire. He could not help feeling that the position of affairs in Canada, where the people were enjoying the fruits of good government, and more particularly in Quebec, where a comparatively small minority was living in peace, happiness, and contentment with a majority belonging to another race and religion, might suggest to the law-makers of the Motherland on both sides of the Irish question a line of procedure and a form of legislative compact that would have the effect of removing an ugly sore from the body politic of the Empire.

NOTICE TO OUR READERS
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CANADIAN NORTHERN RAILWAY DEVELOPMENTS.

Interview with the President and other Officials.

Mr. William Mackenzie, President of the C.N.R., who is paying a three weeks' visit to England, was interviewed by a representative of *Canada* on Monday in company with Mr. D. B. Hanna, the Third Vice-President, and Colonel A. D. Davidson, of Messrs. Davidson and Macrae, Toronto and Winnipeg, who have charge of the land department of the C.N.R. system.

"There is every promise of another good year for our farmers," said Mr. Mackenzie. "I have just received a cablegram which states that the weather conditions have been so favourable that seeding operations are now general in the Provinces of Manitoba, Saskatchewan, and Alberta, and you know what an advantage it is to have such a condition of affairs at this early period of our spring. There will be a large increase in the acreage under wheat this year and a much larger proportion of men breaking new land, who are accustomed to Canadian farming methods and local conditions, such as the sons of farmers in Eastern Canada and the growing number of American settlers, who have been through similar experiences."

In the course of conversation upon the land question, Mr. Hanna expressed his surprise that Englishmen and Scotsmen were still so little alive to the great opportunities for them and their children on the unoccupied lands of Western Canada. "I cannot understand why the lesson taught by this great American migration is not more taken to heart," he said. "I fear the Britisher is letting his opportunities slip; we hear more talk about Canada than ever before, but there seems to me too much generalising and too little concentration in ideas. While people are hesitating as to where they shall go to take up land, and balancing advantages of this and that locality, the foreigner is acting. We had much rather see the biggest proportion of our immigrants British and taking the pick of what we have to offer. There is plenty of Dominion and provincial land still to be had for nothing, and a man with 'grit' cannot make a mistake wherever he goes—if he goes soon. But look at the rate at which the men who know a good thing are pouring in from foreign countries. Belgians, Norwegians, Swedes, Germans, as well as Americans, are all settling in large numbers, and the last comers will get the worst bargains."

Colonel Davidson, referring to the land along the present and proposed route of the Canadian Northern Railway, endorsed all that Mr. Hanna had said, and remarked upon the fact that at the time the Barr Colony went out to Saskatchewan it was thought they were burying themselves in a wilderness when they had to march 200 miles from a railway to take up their holdings. "That is little more than five years ago," he added, "but to-day those who persevered find themselves with one of our lines running right into the middle of the original settlement, Lloydminster. The same process is going on all the time only with an increased impetus in this century. The man who, for economy, has the courage to go furthest away from even existing transportation facilities I admire; one railway or another will soon be in touch with him. We are in no great hurry to sell our lands bordering on the line; their value must increase. Of course, those who buy now have to pay more the nearer a big station or settlement they locate, and in some cases, no doubt, it is better for new-comers to stick near to the steel road."

The C.N.R. lands are divided into quarter sections of 160 acres each, and alternate quarter sections are sold. Here it may be added that in the new general offices of the Canadian Northern Railway company about to be opened at Bristol Messrs. Davidson and Macrae will establish a branch from which all particulars relating to agricultural, mining, and other properties along the C.N.R. will be obtainable.

THE NEW C.N. ROYAL STEAMSHIP COMPANY.

"We shall commence our ocean steamship service in a quiet way," said Mr. Mackenzie, "but the *Royal Edward* and the *Royal George* have a speed which will, we believe, enable them to leave Avonmouth Docks regularly on alternate Thursdays on and after May 12. Captain Roberts, formerly of the Dominion line, will be in command, and Captain Harrison, who will, I think, take out the *Royal George* on May 26, has also had long experience on the Canadian Transatlantic route. These two steamers will have unsurpassed accommodation for all classes of passengers. The *Volturno*, which is a large freight carrier, is being fitted to carry 1,000 third-class passengers and saloon accommodation for a few."

Mr. Hanna stated that the C.N.R. Steamship Company would adopt the current rates both for passengers and freight by their vessels. Mr. H. J. Cowie, the European Traffic Manager of the line, will remove his headquarters from Liverpool to Bristol. Mr. W. J. Cartmel, formerly of the White Star Dominion line, is to act as General Passenger Agent, and Mr. W. F. Haydon, of Liverpool, has been appointed Publicity Manager of the line. Captain Gregory is to be the Marine Superintendent at Bristol, where the general business headquarters of the C.N.R. in the United Kingdom will be established under one roof, the financial and official headquarters remaining at Bond Court House, Walbrook, E.C.

In reply to questions as to the employment of British capital in Canadian enterprises, Mr. Mackenzie said: "We are benefiting by our past achievements. Look at the improved values of all the leading Canadian stocks and shares. Over ten million pounds of British capital is invested in the Canadian Northern Railway, and we have never had occasion to look elsewhere for money to carry out our still uncompleted programme. This year I expect our new line between Montreal and Toronto will be half completed, but with that exception our principal construction work this year will be done in the western provinces."

CANADA'S BUFFALO PARADISE: THE LARGEST HERD IN THE WORLD.

By John Arthur Dixon.

THE largest herd of buffalo in the world is now owned by Canada. They form a most picturesque group as they roam over the new national reserve set apart for them near Wainwright, one of the growing towns on the Grand Trunk Pacific, 125 miles east of Edmonton.

It is only within the past summer that Canada on the north has wrested from the United States the honour of having the most representative herd of this distinctively North American animal, which is rapidly disappearing. The Dominion Government recognised the need of action if the bison were to be preserved, and, before Washington had realised it, they had purchased practically the entire herd of six or seven hundred from Michael Pablo, of Montana, who had carefully gathered them together and protected them on his great ranch near Ravalli.

In the Wainwright National Park there are now more than 600 buffalo, which were transported across the international boundary line by train from the Pablo ranch. The rounding up and loading on the cars of this large number of untamed animals and their young was no light task, and after a long period of hard work, more than 150 of the most unruly had to be left behind for the time being, having stampeded every time an attempt was made to drive them toward a corral. In addition, 75 buffalo, formerly confined in a park at Banff, were sent to the Wainwright reserve. It is expected that the herd will number 1,000 head in a year or so, as in the present favourable environment they should multiply rapidly.

PART OF THE HERD IN THE WAINWRIGHT NATIONAL PARK.

Although kept within the boundaries of the reserve, the bison can hardly be said to be in confinement. Their "stamping ground" covers an area of 107,000 acres—165 square miles. A wire fence 8ft. high and 73 miles long encloses it. When the fence was completed it was found that twelve wild deer and one wapiti had been fenced in. Eighteen small lakes and a number of streams are within the park. Prairie chickens, ducks, and other game find a resting place there, undisturbed by the hunter.

The park is truly a buffalo paradise. The grounds bear every evidence that in other days they have been a favourite haunt of the lords of the plains. Everywhere there are outlines of old buffalo trails and wallows. These wallows are being reopened by the new denizens, and once again the trails are being marked by the hoofs of the bison. The grasses are the kind that the buffalo specially like. As the ordinary span of a buffalo's life is 100 years, it may be that some of the herd are revisiting scenes of their youth.

Michael Pablo, from whom the Canadian Government purchased the herd, received $200,000 from the Dominion for 600 head of buffalo. The formation of this fine collection of bison was due to an accident, according to an account given by one writer, who says that in 1873 an Indian captured four small bison calves—two bulls and two heifers—by cutting them out of a stampeded herd numbering many thousands. In accordance with a peculiar characteristic, often noticed by old plainsmen, these young creatures obediently followed the horses of the hunters who had slain or driven off their mothers. The Indians in question gave them to the Mission of St. Ignatius, where they were kept as pets, and became as domesticated as ordinary cattle. When the heifers were four years old, each had a calf. From that time on they gradually increased in numbers until, in 1884, there were thirteen head, and the Indian owner, finding the care of them too great a tax on his scant resources, decided to sell them.

Ten head were purchased for $250 apiece by C. A. Allard and Michael Pablo, who were ranching on the Flathead Reservation, and were shrewd enough to see that specimens of what was even then supposed to be practically an extinct animal, would eventually become very valuable. The herd rapidly increased under their careful supervision, and in a few years it became possible to sell specimens at very high prices. Many head were sold to private individual collectors in the United States, and it is from this source that those in the Yellowstone Park were secured.

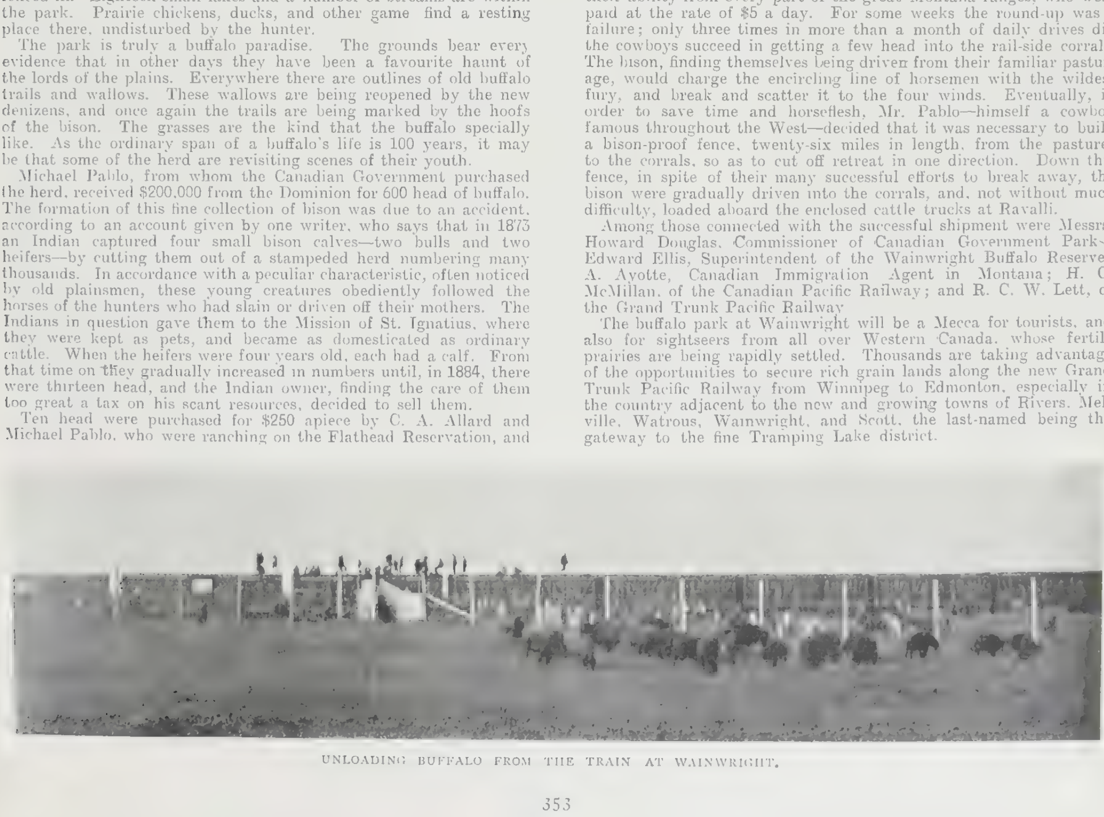
In 1893 Messrs. Allard and Pablo bought a collection belonging to "Buffalo" Jones, of Omaha, and that year they had thirty-six thoroughbred animals in excellent condition, the nucleus of the great herd bought by the Dominion Government. The hybrids, or "cataloes," were never allowed to mingle with the thoroughbreds on the ranges, but were collected and kept on an island in the Flathead Lake These hybrids are large, fine looking animals, and it has often been suggested that they would be worth breeding for commercial purposes. But the sterility point is reached in the second generation.

The record of the herd originating in the four calves captured by an Indian hunter shows what can be done by private enterprise to perpetuate an almost extinct type of animal life. In twenty-three years a herd of thirty-six increased to thirty times its original number. Some idea of the average rate of increase may be deduced from the observed fact that half the cows give birth to calves every year, while twin calves are not uncommon, inasmuch as in a party of 100 head corralled one autumn, there were two cows having two calves at foot. The percentage of loss among the calves is slightly lower than is the case with ordinary range cattle. As a rule, the bison calf is a very hardy creature.

The round-up of the first shipment lasted two months, and was successfully carried out by seventy-five cowboys, horsemen picked for their ability from every part of the great Montana ranges, who were paid at the rate of $5 a day. For some weeks the round-up was a failure; only three times in more than a month of daily drives did the cowboys succeed in getting a few head into the rail-side corrals. The bison, finding themselves being driven from their familiar pasturage, would charge the encircling line of horsemen with the wildest fury, and break and scatter it to the four winds. Eventually, in order to save time and horseflesh, Mr. Pablo—himself a cowboy famous throughout the West—decided that it was necessary to build a bison-proof fence, twenty-six miles in length, from the pastures to the corrals, so as to cut off retreat in one direction. Down this fence, in spite of their many successful efforts to break away, the bison were gradually driven into the corrals, and, not without much difficulty, loaded aboard the enclosed cattle trucks at Ravalli.

Among those connected with the successful shipment were Messrs. Howard Douglas, Commissioner of Canadian Government Parks; Edward Ellis, Superintendent of the Wainwright Buffalo Reserve; A. Ayotte, Canadian Immigration Agent in Montana; H. C. McMillan, of the Canadian Pacific Railway; and R. C. W. Lett, of the Grand Trunk Pacific Railway

The buffalo park at Wainwright will be a Mecca for tourists, and also for sightseers from all over Western Canada, whose fertile prairies are being rapidly settled. Thousands are taking advantage of the opportunities to secure rich grain lands along the new Grand Trunk Pacific Railway from Winnipeg to Edmonton, especially in the country adjacent to the new and growing towns of Rivers, Melville, Watrous, Wainwright, and Scott, the last-named being the gateway to the fine Tramping Lake district.



UNLOADING BUFFALO FROM THE TRAIN AT WAINWRIGHT.

NEWFOUNDLAND'S PROSPERITY.

By **P. T. McGRATH.**
Special to "Canada."

St. John's, Newfoundland.

IT would be difficult to imagine, in a colony like Newfoundland, a more gratifying condition of its finances than that which was graphically portrayed by the Finance Minister, the Hon. M. P. Cashin, in his powerful, lucid, and comprehensive presentation on March 8 of the salient facts relating to the first year of the Morris Government's administration. The total revenue for the financial year, which ended June 30, 1909, was $2,794,000. For the current fiscal year the estimate is $3,250,000, or, roughly speaking, $450,000 more than that of last year. This represents an increase never approached, not to say equalled, in the previous history of the island. It is exactly one-seventh, or 14 per cent., in excess of last year's, and shows an amazing upward tendency in all sources of revenue.

THE HON. M. P. CASHIN,
Finance Minister of Newfoundland.

The Customs, from which the great bulk of Newfoundland's revenue is derived, showed an increase for the eight months ending this February, of $126,000, or an average increase of nearly $16,000 per month, and as the spring imports promise to be abnormally large, and the new Harmsworth paper mills will require large supplies of materials for use in manufacturing, and other industrial concerns contemplate extensive operations, the Finance Minister estimates an increase of $20,000 for each of the four months, March, April, May, and June, or, in round figures, an increase of $200,000 in Customs revenue for this twelve months as compared with the last fiscal year.

The next largest individual item of revenue in the Colony this year is that from the Crown Lands Office, or Department of Agriculture and Mines. Last year the revenue from that Department was $53,700, and the best previous year in the history of the Department, 1906-7, it was but $59,300; whereas for the eight months of the present year it has increased to $119,596. This represents a monthly increase of $15,000, and the Finance Minister, making a conservative estimate for the next four months, puts the figures at $30,000, or $7,500 a month. Even that will give a revenue for the twelve months of $150,000, or practically three times as much as was obtained last year. This astonishing increase has been due to the Morris Government adopting a new policy with regard to Crown lands since taking office. The practice previously was for pulp licences to be granted with regard to forest areas, which licences gave the grantees a year's grace as to the payment of fees, and they frequently used that period to endeavour to dispose of the property to prospective buyers, and if they failed, defaulted very often on payment of fees. When the Morris Ministry took office, nearly $19,000 was owed the Department in respect of such fees, and of this they succeeded in enforcing payment of nearly $9,000. They at once adopted a new policy with regard to such properties, and granted only timber licences, which gave but thirty days' grace for the payment of fees. The result was that grantees had to come down with the cash promptly, or else the areas reverted to the Crown and became available for other parties, so that there has been a continuous business done in wooded areas, with the result of increasing the revenue of the Crown Lands Office accordingly, and providing an extra $100,000 for the Government on this account.

The revenue of the Island's Post Office Department was last year $80,000 in round figures. For the eight months of that year the receipts were $47,300, while this year they are over $51,000, in spite of the fact that the Morris Government, on assuming office in March, 1909, reduced the letter postage between the Colony and the United States from five cents to two cents per ounce. The increase becomes important, in view of the fact that the increase in postal revenue in 1908-9 over 1907-8 was only $1,526; whereas, on the basis of the present eight months' receipts, the increase for this year will be about $5,000. The Colonial Telegraph Department, operated in conjunction with the Post Office, and covering nearly all the domestic telegraph business of the Island, was last year in receipt of $63,300, an increase of $12,000 over 1907-8. This increase in 1908-9 was largely due to the two general elections which occurred in November, 1908, and in May, 1909, and would swell the telegraph revenue abnormally. For the eight months, however, of that year the telegraph receipts were $33,000, including one election, and the receipts for the eight months of the present year, without any election to help to swell them, are $38,000; so it is probable they will reach $70,000 by the end of June, an increase of $7,000 over last year's receipts.

The miscellaneous general revenue of the Colony for last year amounted to $170,000, and for this year the amount will probably be about $330,000, or nearly twice as much as last year; this increase being accounted for, in part, by the royalty from the iron ore companies operating at Bell Island, and by the augmentation of every other source of revenue in about the same proportion as the Customs, Postal, Telegraph, and Crown Lands' revenues have increased. This makes a showing without comparison in the previous fiscal history of the "oldest Colony."

How really great has been the progress made in the Island, a comparison of its figures to-day with those of twelve years ago will help to make clear. Twelve years ago the famous Reid contract was made, which may be regarded as opening a new epoch in the Island's history. The figures of revenue in that year, in 1902-3, six years later, and those estimated for the current year, another six years later, will help to illustrate this:—

	1897-8.	1902-3.	1909-10.
Revenue	$1,154,420	$2,193,526	$3,250,000
Imports	$5,188,863	$8,479,944	$12,500,000
Exports	$5,226,933	$9,976,504	$13,200,000

The foregoing figures show the justification for the estimate of increased revenue. The fact that the Customs' Revenue has actually increased $126,000 in eight months, and will probably reach $200,000 for the twelve months, sufficiently warrants the belief that the imports will exceed in value by $1,000,000 any previous year's record, for it must be remembered that no imports duties are collected upon flour, molasses, kerosene oil, fisherman's gear, farmers' implements, and miners' tools. This increase of revenue is therefore obtained from duty-paying imports, and as our duties average 33 per cent. on the value of the goods, an increase of $200,000 in Customs' revenue would mean an increase of at least $600,000 to $700,000 in duty-paying goods, and from $300,000 to $400,000 might be fairly estimated as the value of the imports of free goods during the year. The situation as regards the exports is much the same. It is admitted generally that the cod-fishery exports, amounting to 1,500,000 quintals, will realise at least $1 more per quintal than last year, and the export of pulp and paper from the Harmsworth mills must also be taken into account this year, as there was none such last year. Subsidiary exports must also be considered.

A table exhibiting the increase in the value of our imports works out thus:—

Year.	Imports.	Population.	Per capita value of imports.
1897-98	$5,188,863	215,000	$24.14
1902-03	8,479,944	225,000	37.69
1909-10	12,500,000	240,000	50.20

A similar table as to exports (excluding what is produced and consumed locally) shows as follows:—

Year.	Exports.	Population.	Per capita value of exports.
1897-98	$5,226,933	215,000	$24.31
1902-03	9,976,504	225,000	44.34
1909-10	13,000,000	240,000	55.00

The statistics of the savings and investments of the people tell the same story. The Colonial Government Savings Bank had in its vaults at the end of December last $2,650,000, and the Savings Bank branches of the three Canadian banks doing business in the Island had at the same time almost $2,900,000. The combined figures show an increase of $2,072,000 over the figures of 1908. In addition, the three Canadian banks had on their books deposits bearing interest, and therefore as fairly to be regarded as savings, of $5,600,000. These figures show an increase of $243,000 over the previous year. The value of the Colonial debentures and bonds held in the Colony at the end of December was $3,100,000, an increase of $165,000 for twelve months, and the reserve, or reinsurance value of the life insurance policies on the same date was $1,150,000, an increase of $125,000 in the year. All these figures show that the savings or private investments of the people of the country increased by about $825,000 during last year. The grand total of these various forms of investment represents about $13,000,000, and if to these be added the savings of the people all around the country which are not deposited in banks, but which represent at least four or five million dollars in gold, silver, and notes -because $3,000,000 in gold have been taken out of the Canadian banks by our people during the past fifteen years and held at home—it is safe to estimate the savings of the 240,000 people who comprise the population of Newfoundland to-day at $20,000,000.

The expenditure for the fiscal year is $2,999,000, and this gives an estimated surplus for the fiscal year in round figures of $250,000, which is more likely to be exceeded than to fall short—a showing, as it is, that has never been equalled in the annals of the Island. For the fiscal year, which begins July 1, the Minister of Finance estimates an expenditure of $3,050,000, which would give a similar surplus twelve months hence.

The reasons which, the Minister explained, influenced him to the conclusion that the revenue would increase at least $100,000 over the present figures are that during this year some eighty miles of railroad will be constructed through the Bonavista Peninsula, giving employment to probably 2,500 men for several months, and as the wages that will be paid to these men will exceed any previously paid in the Colony for such work, the men will earn more, and the revenue will undoubtedly benefit therefrom; in the next place the recently effected royalty with the Bell Island mining companies will give the Government the sum of $75,000 a year, and again the Harmsworth mills will be in full blast and manufacturing pulp and paper to their utmost capacity for the whole year, necessitating a large force of operatives, and paying a substantial monthly wages bill.

The public debt of the Colony at the end of the fiscal year 1908-9 was $21,084,221, which, estimating the population at 240,000, leaves our per capita debt $87.85. In addition to this, the municipality of St. John's has a debt of $1,200,000, the interest on which is guaranteed by the Colony, and if the city were to default, this would increase the obligations of the Province as a whole by $5 per head more. The maximum debt, therefore, which the people of Newfoundland would have to pay, is $92.85 per head. The Federal public debt of Canada is $66.60 per head. Respecting the municipal and urban debts of the Canadian cities, towns, and incorporated municipalities, it is not possible to obtain data, but they probably are more than equal to the Provincial debts; and in that case Canada's varied public obligations entail upon her people a burden at least as great as that which the Newfoundlanders had to bear. The per capita Federal debt of Australia is $284.55, that of New Zealand is $293.00 per head, of the Transvaal $112.65 per head, and of Natal $85.25 per head. It will, therefore, be seen that Newfoundland stands in a very fortunate position, such as to encourage the most roseate views as to the future.

EAST KOOTENAY OPPORTUNITIES AND PROSPECTS.

By ERNEST H. ARNOTT.

Noticing in *Canada* of March 12 reference to the district to be traversed by the Kootenay Central Railway, the contracts for the building of which have now been let, I thought some of your readers might like to have a little information direct from a resident farm owner in that district as to the conditions there now and the likely developments in the near future.

The following remarks must be taken as referring chiefly to the southern end of the district, the portion in which the first section of the new line will be built, and also the portion lying nearest to the existing markets of the coal mining area of South-Eastern Kootenay.

MR. ARNOTT'S HOMESTEAD IN THE EAST KOOTENAY.
Showing newly broken land in the foreground.

As the question of market is to the producer almost of equal importance to that of being able to produce, it will not be out of place to mention that the territory lying between Fort Steele and the coal district will have the finest markets in the whole of Canada. It is an axiom of business that a fair local market is better than a first-class distant one. The district not only has the present large and increasing populations of Fernie, Michel, Frank, and other coal-mining towns to feed, but has a very strong advantage over any other competing district, inasmuch that it is the nearest. In most lines there is no competition from the Prairie Provinces lying to the East, as the prairies, not having the climatic advantages of East Kootenay, cannot grow the same crops; in fact, the prairie regions, too, are excellent markets for British Columbia products. The mining districts themselves are not suitable for farming of any description, and must import all foodstuffs required.

So much for existing markets. Added to these will be the perhaps equally great mining population lying right along the east side of the southern portion of East Kootenay. The mountains here simply abound in rich mining claims of silver, lead, copper, iron, etc., which are waiting for the advent of the railway to make transportation of ore profitable. A number of gold placer workings are actively carried on, the most famous being on the Wild Horse Creek, near Fort Steele.

It is impossible to forecast the extent to which these mines will develop, but it is, I think, a certainty that there will always be an absolutely local demand for food well in excess of the supply.

The fact that really first-class land is limited in extent, and so automatically will prevent over-production, tends to make the good land especially valuable. Owing to the previous absence of transportation facilities land is still available at low prices, and those people purchasing within the next few months are likely to reap a big return.

Very little fruit-growing has been tried as yet, but apples, cherries, etc., where tried have all been successful, and berries and small fruits grow in profusion.

I have spent a considerable time studying the fruit-growing industry in the fruit districts of Washington and Oregon, and it is my opinion that East Kootenay is well adapted to fruit-growing, and land there will in a few years be worth from £60 to £80 an acre.

In all parts of the Kootenay Valley irrigation is not necessary, but all lands are improved thereby. Land capable of irrigation is specially valuable from the fact that being able to vary the supply of moisture enables one to have a greater range of crops to produce, as some, of course, require very much more moisture than others.

The writer is in London on a short visit, and expects to return during the latter part of April. If any of your readers would care to return with him, he would be glad to give them as much information as possible, and on leaving put them into reliable hands. He intends to leave the train at Golden, and thence make the journey by road along the entire route of the new railway, as he is commissioned to purchase a tract of land for some English friends, who will invest there on his recommendation.

* *

BRITISH COLUMBIA'S FERTILITY.

A British Columbian correspondent writes:—

"In the older parts of the Province there are apple trees which produce habitually 35 to 40 boxes (equalling 40 lb. each), and an experienced and trustworthy grower in the Okanagan Valley writes me that several of these old apple trees have on occasion during the last few years borne crops of close to a ton—i.e., a Canadian ton of 2,000 lb. The same gentleman, who owns an orchard of seventeen acres, consisting of apples, pears, and plums in about equal proportions, has for over six years realised an average yield of $490 (equalling £98) per acre. Pears, he says, have yielded him up to $1.144 per acre, and Italian plums (largely grown on this Pacific side of America) $596 per acre.

"You will be interested when I tell you that 3in. grafts of apples grew in my orchard during the past summer to 4ft. 9in. in length, and that on poor soil, gritty sand, but we kept the soil moist. And here, if we keep a tree moist, the sun and climate will make it grow abundantly. I had seven or eight plum trees, only about six years old, broken almost to pieces, despite a forest of props, by the sheer weight of the fruit they carried. I sold every ounce of fruit I grew, except a few greenhouse tomatoes, and these hung on and sold into November."

THE OWNER AND HIS TEAM.
In the background is Lost Creek, in which minerals have been discovered.

* *

CHANGES IN BRITISH COLUMBIA'S TAXATION.

A substantial change is being made in taxation in British Columbia by the Assessment Act Amendment Bill introduced in the Provincial Legislature.

Real and personal property taxation, assessed on the lowest graded income over $1,000, at 1½ per cent. is reduced to 1 per cent. A similar ratio of reductions is made in respect to the higher grades of income. An increase is made on the amount of exemption allowed to farmers on personal property taxation. At present farmers are exempt in the sum of $500, and this is increased to $1,000.

There is an alteration in the method of assessing and taxing banks. Under the present Act all banks are charged on an income basis. This has been found in some instances to be unworkable, and the Bill provides that a flat tax of $1,000 shall be levied on all head offices of banking corporations in British Columbia and all sub-agencies shall pay $125.

It was the intention of the Government to give effect to the new measure this year, but as all assessments have been made up and notices sent out, the changes will not come into operation till next year. The rebate on all taxes paid before June 30 will be 25 per cent. instead of 10 per cent., as under the present Act.

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FRED. C. SALTER, European Traffic Manager, Grand Trunk Railway System.

GENERAL OFFICES: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Questioned in the Dominion House of Commons recently regarding Sir John French's impending visit to Canada, the Minister of Militia stated that it would take place this summer semi-officially. Sir John French, it appears, is going in order to see the Canadian Militia. Every facility will be afforded him to meet as many Canadian officers and to see as much of the Militia as possible. The Government, the Minister added, will be extremely glad to welcome so distinguished a soldier to the country.

* *

Sir Ernest Shackleton, who left for New York by the *Lusitania* last week, will be for some days the guest of Earl Grey at Ottawa.

* *

Mr. Forbes Robertson has accepted the invitation of the Governor-General of Canada to visit Montreal on April 11. Earl Grey will attend the performance of "The Passing of the Third Floor Back" in the Princess Theatre on that evening. Mr. Robertson intends to proceed subsequently to Ottawa, Kingston, Hamilton, London, Quebec, and Toronto.

* *

Sir George H. Reid, High Commissioner for the Commonwealth of Australia, was entertained at dinner by the Anglo-Saxon Club in the Princes' Restaurant last week, Sir Gilbert Parker, M.P., being in the chair.

* *

The Hon. J. A. Calder and Mrs. Calder were the recipients on returning to Regina from their honeymoon trip of a handsome oak cabinet of silverware from the combined staffs of the education, treasury, auditing and railway and telephone departments. A short presentation address was enclosed in the form of an autograph album on which were inscribed the names of the entire staffs of the four departments.

* *

A meeting was held at the Palace, Hereford, on Thursday afternoon of last week, to hear an address by the Rev. W. G. Boyd on the development of Church work in Western Canada, that is in the Provinces of Manitoba, Saskatchewan, and Alberta. Mr. Boyd has resigned his post of domestic chaplain to the Archbishop of Canterbury to go out and establish a system of clerical and lay help in that vast region in connection with the S.P.G. He will take with him ten clergy and several laymen, who intend to read for Orders while assisting in the work of the mission. This first group will consist of the Rev. G. R. Fothergill, who has already seen service in the diocese of Quebec; the Rev. A. H. Huxtable, Stepney; the Rev. Oswin Creighton, son of Bishop Creighton; the Rev. C. H. Bailey, Birmingham; the Rev. W. R. Simpson, Rochdale; the Rev. H. C. Gibson, and two of the residents from St. Augustine's College, Canterbury, who will be ordained shortly.

* *

The British Wesleyan Church has selected as its fraternal delegate to the general conference of the Methodist Church, which meets in Victoria this autumn, the Rev. Henry Haigh. He is a Yorkshire man and has seen a great deal of service in the mission field, especially in India.

* *

At a recent meeting of the Montreal Association for the Blind, the President, Mr. C. W. Lindsay, on behalf of the members, offered congratulations to Dr. A. Fisher, Honorary President of the Association, on the occasion of his 94th birthday.

* *

Mr. F. Williams Taylor, manager of the Bank of Montreal, has left for the Riviera, but expects to return to London by the end of the month.

Mr. H. V. F. Jones, London manager of the Canadian Bank of Commerce, has left town for a few days.

* *

Colonel and Mrs. W. A. Grant, of Montreal, are at present in England, where they will remain for some time.

* *

Mr. Bartlett McLennan and the Misses McLennan, Ontario Avenue, Montreal, have sailed from New York by the *Carmania* for the Mediterranean.

* *

Mr. Frank Pedley, B.A., barrister-at-law, the Deputy-Superintendent-General of Indian Affairs, is the son of the Rev. Charles Pedley, an English clergyman, and was born in St. John's, Newfoundland, in 1858. He received his education in a private school in the Colony, afterwards going to public and private schools in Ontario. He subsequently took his degree of B.A. at McGill University, Montreal. Mr. Pedley practised law in Toronto until 1897, when he entered the service of the Federal Government in the Department of the Interior as Superintendent of Immigration, being subsequently transferred to his present position in November, 1902. Mr. Pedley married in 1895 Helen Louise, daughter of Mr. and Mrs. S. Hobart, Cobourg, Ontario.

MR. FRANK PEDLEY.
(Deputy Superintendent-General of Indian Affairs.)

* *

Mrs. G. W. Stephens, of Dorchester Street, Montreal, is at present in England.

* *

Major S. C. Mewburn has been promoted to the rank of Lieutenant-Colonel, and appointed to command the 13th Regiment, Hamilton, in place of Colonel E. E. W. Moore, transferred to the reserve of officers.

* *

Major J. E. Hutcheson, of Ottawa, is spoken of as probable commandant of the Canadian Bisley team this year.

* *

Captain John Le Bouthillier, of the 65th Regiment, Montreal, has sailed for a two months trip to Europe. He intends visiting France and Belgium.

* *

The marriage of Miss Muriel Palet to Mr. G. Reginald Boulter, will take place quietly at the end of the month.

The wedding of Miss Gladys Sweatman, daughter of the late Archbishop Sweatman and of Mrs. Sweatman, to the Rev. J. B. Fotheringham, M.A., of Trinity College, is announced to take place on Tuesday, March 29, at the Church of the Messiah, Toronto

* *

The engagement of Miss Charlotte Olive Gooderham, eldest daughter of Colonel Gooderham, of Deancroft, and Dr. E. C. Burson, youngest son of the late Rev. George Burson, D.D., of St. Catherines, is announced

* *

The engagement is announced of Miss Norah Emmeline Ince Warren, second daughter of Dr. Warren, and Mr. Cecil Thomas Ribton Crampton.

* *

Mr. Geo. H. Gooderham, a director of the Toronto Exhibition, has returned to London from a visit to Italy, where he has secured an interesting loan exhibit, representative of the modern Italian school, from the Artists' Association of Rome.

* *

Mr. J. M. Clark, of the Ontario Department of Agriculture, who had been acting as Provincial Agent in England during the temporary absence of Mr. N. B. Colcock, was to sail for Canada on Friday, March 25, on the R.M.S. *Empress of Britain.*

* *

Mr. and Mrs. C. M. Hays and the Misses Hays have left London for the Hotel Chatham, Paris, and will probably sail from Cherbourg for Montreal via New York on the R.M.S. *Oceanic,* April 6.

* *

Lady Shaughnessy arrived last week by the R.M.S. *Empress of Britain,* and is staying at the Hyde Park Hotel.

* *

Hon. Angus McDonnell, son of the Earl of Antrim, who has been spending a few days at Government House, Ottawa, has returned to the West.

* *

Mr. and Mrs. William Mackenzie, of Benvenuto, Toronto, are staying at the Savoy Hotel.

* *

Miss Brenda Taylor is visiting friends in Brocklyn, New York, en route to England.

* *

The Hon. N. Perodeau, LL.D., has been appointed a Minister without portfolio in the Quebec Cabinet, and will lead the supporters of Sir Lomer Gouin in the Legislative Council of that province.

* *

The engagement has been announced of Miss Kathleen Lockwood, daughter of Mr. and Mrs. H. Lockwood, of Guelph, and Mr. Herbert R. Latreille, of Kingston, Jamaica.

* *

The engagement is announced of Miss Baugh Allen, only daughter of the rector of St. Paul's, Esquimalt, to Mr. H. Freeman Greene, son of the late Rev. W. E. Freeman Greene, M.A., rector of St. Mary's, Stanford Brook, Shepherd's Bush, London.

* *

The engagement has recently been announced of Miss Fay Christie, elder daughter of Mrs. Alexander Christie, of Ottawa, and grand-daughter of Mr. H. N. Bate, of Trenwick House, to Mr. Herbert J. Symington, of Winnipeg.

* *

The engagement is announced of Miss Gladys Perry, of Victoria, niece of Colonel and Mrs. E. G. Prior, and Mr. George Johnston, of the same city.

* *

The engagement is announced of Jessie Louise, eldest daughter of the late Hon. W. D. Balfour, late Provincial Secretary of Ontario, and Mrs. Balfour, Toronto, to Mr. Connell J. Higgins, of Vancouver, only son of the late Mr. Connell J. Higgins, Ottawa.

* *

The engagement is announced of Miss Phyllis Piper, the daughter of Mr. A. M. Piper, of Toronto, and Mr. Jack Sweatman, the second son of the late Primate.

* *

The engagement is announced of Miss Dorothy Fletcher, youngest daughter of the late Dr. James Fletcher, entomologist of the Central Experimental Farm, Ottawa, to Mr. Richard Stuart Lake, M.P., of Grenfell, Sask., brother of Sir Percy Lake

OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada.—VII.

BY WILLIAM BLAYNAY.

BETWEEN Cranbrook and Nelson my next stopping-place there lie 136½ miles of travelling, 83 of which are by rail, and the remaining 53½ by steamer on Lake Kootenay. Soon after leaving Swansea, the second station out of Cranbrook, the railway runs along the eastern shore of Lake Moyie at a considerable—almost giddy altitude. This lake, which completely fills the valley, is popularly said to be fathomless. Be that as it may, it was frozen over when I saw it, and, furthermore, men were driving bob-sleighs heavily laden with cord-wood across the ice from one point to another, quite regardless of its fearful depth.

The name Moyie is also applied to a mining town on the shores of the lake, and to the river which runs out of the lake and eventually finds its way across the 49th parallel into the State of Idaho. The town of Moyie, with its population of about 2,500, owes most of its prosperity and welfare to the St. Eugene Consolidated Mining Company, whose lead concentrator is capable of treating 400 tons of ore daily, giving employment to more than 300 men.

DUCK SHOOTING IN BRITISH COLUMBIA.

For twenty miles or more the railway runs down the valley of the river Moyie, the mountains on both sides being heavily timbered. Here and there we pass extensive lumber mills, all actively engaged in converting the forest giants of East Kootenay into planks, shingles, and other forms of lumber. One of the largest of these mills is located at Yahk, forty miles from Cranbrook, where the valley bulges out pretty considerably, and forms a miniature British Columbian "prairie." At the next station, Curzon, junction is made with the line to Spokane and Portland, over which travels the famous Soo-Spokane-Portland Express from St. Paul to Portland, operated by the C.P.R.

The whole railway journey between Cranbrook and Kootenay Landing is exciting, by reason of the mountainous nature of the country necessitating the construction of the track on narrow ledges hewn out of the precipitous mountain side, but the most exciting bit of all is the crossing of the Goat River Cañon. Far down below the railway bridge over this cañon, in a narrow, gloomy gorge, nothing more than a deep crevice in the rocks, the Goat River foams and swirls in its angry, mad rush through the narrow channel. Four miles farther on our train stops at Creston.

It has been discovered, and amply demonstrated, I believe, that Creston can grow excellent fruit. The town, small at present, is being built on a slope above and below the railway track, and all around it are gardens and orchards of young fruit trees. It is not necessary, in making a clearing for an orchard, at first to remove the old forest tree stumps. The young fruit trees can easily be planted in the intervening spaces and the big stumps will afterwards the more easily be removed by allowing their roots to decay as long as possible.

A CANADIAN LAKE STEAMER.

After leaving Creston the line skirts the shores of Duck Lake, famous for its wild fowl, and finally reaches the flats at the southern end of Lake Kootenay. These flats, which are soon to be utilised for growing cranberries, are crossed on a very long trestle bridge, at the end of which is a wharf, where the C.P.R. lake steamer *Kuskanook* awaits the arrival of our train. This is the present western terminus of the Crow's Nest Pass line; but when necessity arises, and the exigencies of trade demand it, the C.P.R. will continue its line along the western shore of Lake Kootenay to Proctor, which is already in railway communication with Nelson, and so establish complete railway connection with the Grand Forks district, and eventually, by way of Penticton, with Vancouver, thus providing a second and alternative, and in all likelihood a shorter and more direct, C.P.R. route between the prairies and British Columbia's principal seaport.

At present, it is more profitable to the company to provide steamers on the lake than to construct an expensive track. The lake is open all the year round, and most certainly in the summer provides a welcome change from the train. On winter, even, the trip is by no means unpleasant or attended with the slightest discomfort. The steamers on the Kootenay and other lakes of British Columbia are stern-wheelers. They can be run ashore almost wherever required, to land or embark passengers or freight, without the help of a wharf or pier. The *Kuskanook* is steam-heated throughout during the winter months, and is provided with an extensive saloon cozily furnished with the easiest of easy chairs. Here the passenger may sit in comfort on the coldest day and enjoy the passing scenery from the warm side of the large windows of this "observation saloon."

(To be continued.)

FESTIVAL OF EMPIRE.

How the Overseas Dominions are Interesting Themselves.

Lord Plymouth, as chairman of the Council of the Festival of Empire and the Pageant of London, to be held at the Crystal Palace this summer, is throwing his heart and soul into the work of organisation, and credit for the success of the undertaking—for success is almost inevitable—will be largely due to his lordship. The part which the Colonies are to play appeals strongly to the Earl of Plymouth.

"They have responded to the invitation with alacrity," his lordship writes, "and have shown every sympathy with the idea. . . . To those who are able to come over to London this summer we send our cordial thanks, with the assurance that we shall endeavour to make their visit to the Old Country as pleasant as we can; to make them feel that they will find the hospitality here which they themselves are so ready to give us when we travel in all lands where the British flag is flown.

"It has been said that no event has done so much to bring the east and west of Canada together as the Pageant at Quebec, and in like manner we hope that members of all parts of the British Empire, when they come to the Crystal Palace, will be led to think of their past history, in which all claim to share, and that this great national gathering will make us all the more ready, nay, the more determined, to shape our future history, in so far as we have any power to influence it, without regard to selfish interests, but to the advantage and stability of the Empire as a whole."

The Pageant of London is to be the central feature of the Festival, with 15.000 citizens of London presenting the scenes, the contingents from the Dominions overseas coming into the final pictures But from them come letters and cablegrams so enthusiastic in tenour that their phase of the Festival promises to eclipse all others. In South Africa, Dr. Hewat is the chairman of the local organisation, and, with the support of Lord Selborne and the Governors, he is able to foreshadow striking representation, as far as South Africa is concerned. Newfoundland, "The Ancient Colony," is far advanced in her preparations, Sir Ralph Williams and Sir Edward Morris having boldly spoken their sentiments. Canada, Australia, and India are also working unceasingly. The attitude of the Colonies may be epitomised by the following quotations from speeches and leading articles which have been published during the last few weeks:

Sir Edward Morris, Premier of Newfoundland: "To-day the British Empire is ruled and governed by patriotism. The Festival of Empire offers a wonderful opportunity which may never occur again—of making known our colony.

Sir Pieter Bam (senior Member for Cape Town): "I am hopeful that South Africa will be able to take a good part in the Festival, as our hearts are with London in the work. We are now all Britishers in South Africa, and all we want to do is to further the interests of Empire."

Ottawa Citizen: "The country is promised one of the most impressive spectacles of recent years."

Battleford Press (Canada): "The idea of Empire and of England no longer as an island set in a northern sea, but as the central heart of a gigantic Commonwealth, has already come to maturity during the nineteenth century and the beginning of the twentieth, through various causes, partly economic and partly political, and also through the express action and initiative of far sighted statesmen."

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CANADIAN INVESTMENTS

No. 41.

BONDS, DEBENTURES, MORTGAGES, REAL ESTATE.

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" publishes every four weeks a supplement containing Special Articles dealing with these matters, which we trust will be of use and value to our readers.

BRITISH CAPITAL IN CANADA:

SIR EDGAR SPEYER ON THE DOMINION'S FUTURE.

Sir Edgar Speyer, Bart., the eminent financier, gave an important address before the Canadian Club during his visit to Toronto. To British investors, he said, home securities had become a fancy article with a fancy price, and with the tendency of many people at home to extravagance it was natural that they should look to the places where a higher return would enable them to spend more money annually.

Sir Edgar is at the head of the prominent firm of Speyer Bros., of London, which, with the houses of Speyer and Co., of New York, and L. Speyer-Ellissen, Frankfort-on-Maine, forms one of the principal financial concerns in the world. The London house has of recent years taken a large part in the handling of important Canadian securities in London, and Sir Edgar's visit to Canada was one of a series of periodical tours which he is in the habit of making to obtain first-hand information of the conditions of finance and trade in the Dominion.

Passing to the discussion of Great Britain's rôle as a supplier of capital, Sir Edgar said: "The old countries, and Great Britain foremost amongst them, instead of being asleep, have realised the importance of their rôle in the world—i.e., to furnish new countries with the sinews of war at rates which are more remunerative than those they can obtain at home. By doing so they contribute very directly to the prosperity and well-being of their own people, and also help the progress of the world in general. The idea that the older countries are stinting their own industries by sending away capital to new countries has no tangible basis. In England there is plenty of capital for all sound enterprise, and, if proof were needed as to the truth of this, it is seen in the fact that, in spite of all the adverse factors which I have mentioned, the credit of British industrial companies is still higher than that of any other country in the world."

BRITAIN'S GREAT INVESTMENTS.

After referring to the way other countries realise the advantage of foreign investments, Sir Edgar went on to point out how exports were affected by such investments. "Experience," he said, "proves that exports expand whenever foreign investments are made and contract when they are stopped, and when we are spending too much money at home and having inflation. From 1895 to 1904 we were in such a period. We were too extravagant, and spent too much money at home, in addition to having had a war expenditure during that time of something like £250,000,000. But since 1904 Great Britain has again invested largely in foreign countries. The result has been large exports and considerable imports of foodstuffs and raw materials needed for her industries, while the import of foreign manufactures has been checked. In a very interesting paper, published some time ago in the *Statist*, it was estimated that Great Britain has invested in the last sixty years outside England nearly £3,000,000,000 sterling, yielding an income of £150,000,000 per annum. Of this total of £3,000,000,000, nearly £2,000,000,000 has been expended in railway construction either by companies or by Governments which have raised loans in Great Britain. This capital has been supplied in about equal portions to the Dominions beyond the seas, within the British Empire, and to foreign lands. There is no doubt that the vast growth of her trade and prosperity is mainly due to that fact. By building railways for young countries Great Britain has enabled them to increase their production of wealth enormously, and to produce things that are wanted at home, such as foodstuffs and raw material. In return these young countries buy our things."

Sir Edgar read a cablegram he had just received from London, which stated that the total British capital invested in Canada in sixty years amounted to $350,000,000, of which $6,000,000 was invested in 1907, $31,000,000 in 1908, and about $40,000,000 in 1909. "A very fine record," commented Sir Edgar, "but it won't be the record in a very few years, because Great Britain is prepared to invest more money, and so am I."

PROSPECTS OF TRADE.

Speaking of trade generally, Sir Edgar went on to say: "It seems to me there is every reason to take a hopeful view. There is greater general enterprise in the world, due to greater confidence, larger gold production, and more settled conditions in parts of the world where they did not exist formerly. The credit of other lands, including the United States, has been fully restored, and Great Britain is supplying them with unprecedented amounts of capital. It is reasonable to expect, therefore, that British imports and exports will very largely increase in consequence of our exports of capital, and also in consequence of the large amount of produce that other countries are able to send to the British Isles in exchange for British goods. Add to this the large gold supplies, and you will see the causes that are operating towards a very active international trade. And I do not believe that either a Conservative or a Liberal Government will be able to retard the great increase in the foreign trade of Great Britain."

GREAT BRITAIN'S SAVINGS.

"One word," continued Sir Edgar, "about the savings of Great Britain. They have been very large. In one single year Great Britain has been able to provide something like £180,000,000 for new enterprises at home and abroad, after paying for all other needs at home. A country that can do that cannot be said to be in a critical or alarming condition. In saying this, I do not for a moment claim that everything is for the best in Great Britain. By no means. It must be evident to every impartial observer that a great deal will have to be done, and done quickly, in the Old Country, if it is to be fit to run a good race with the most advanced and efficient countries, and the first and most urgent requirement in my opinion is a much more thorough, much more prolonged, and much better education. Because there can be no doubt that in this respect Great Britain is to-day not in the first rank, and that is a serious handicap. The real wealth of a country is the qualities and faculties of its people. The material wealth is only the product of labour and skill. What is wanted is efficiency and the bringing up of a generation with sound bodies, good muscles, alert minds, and adroit hands."

FAVOURABLE OUTLOOK FOR CANADA.

As to the outlook for trade in Canada, Sir Edgar said, in conclusion: "For 1910 the indications are favourable to the investment of a large amount of capital by Great Britain abroad, mainly in Canada, in South Africa, in Australia, in India, and in South America. We shall doubtless provide a good deal of capital also to countries like the United States, which are in much need of it, and to Mexico. These large investments will probably tend to a large expansion in exports, both actually and in proportion to our imports. We shall probably hear nothing of 'dumping' for some time to come.

"It looks to me as if we had entered upon a period of very great and wide trade activity, when buyers will experience difficulty in getting delivery of the goods they want, and when sellers will be in the extremely comfortable and pleasing position of finding ready buyers.

"That Canada is bound to make great strides during this period of prosperity goes without saying, provided she realises the paramount necessity of only offering such securities in the home market as are absolutely good, and as long as all Canadians doing business with the Old Country will remember that credit is confidence, and that both are delicate plants, which one cold blast might destroy.

"Canada's great natural wealth, the practically unlimited supply of capital from the home country at preferential rates, the free markets and good prices for produce, the increasing supply of skilled farmers, and the free supply of labour render Canada's future assured; and nobody, I need hardly say, will rejoice more in this than the Mother Country, which has given, and will give, to Canada all the financial and moral support which she can expect, and which she fully deserves as long as her affairs are conducted in the spirit of to-day, by wise and far-seeing statesmen and business men who know how to appreciate the value of the trust and confidence Great Britain is showing in the Dominion of Canada."

The Salford Board of Guardians have decided to send out to Canada from their model cottage homes all suitable children who are willing to go. Between three and four hundred of them listened with evident delight whilst Mr. R. Yorke, jun., delivered his illustrated lecture dealing with the attractions and opportunities of Canada along the lines of the Grand Trunk System.

POPULATION OF WINNIPEG.

1902	48,411
1904	67,262
[illegible]	101,057
[illegible]	128,000
1910	140,000

(20,000 population in suburbs).

TOTAL ASSESSMENT.
Winnipeg Realty Values

1900	$25,077,400
1902	28,615,810
1905	62,727,630
1906	80,511,[illegible]
[illegible]	131,40[illegible]

BUSINESS GROWTH.
Winnipeg Bank Clearings.

1902	$1[illegible]
1904	[illegible]
1906	[illegible]
1908	[illegible]
1909	770,649,3[illegible]

BUILDING GROWTH.
Winnipeg Building Permits

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	9,2[illegible]

Total past 7 years $59,935,125

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960 acres; 90 miles west of Winnipeg, and two miles from station. Good brick house and large outbuildings in first-class repair. About 655 acres under cultivation, average yield about £4 per acre. Stream runs through the farm, giving abundance of excellent water the year round for the stock. Stock, implements and seed can also be purchased at market value. Price of Land and Buildings, **£6,300**; Terms: £2,100 cash, balance arranged. If the farm were purchased as a going concern, stock, implements, seed, feed, etc., are worth about £2,100 more. There are two sets of farm buildings on the land, and could thus be divided into two separate farms, suitable for two friends as neighbours.

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CANADIAN MINING IN 1909.

THE preliminary statement of the production of minerals in Canada during the year 1909 shows the value to have been $90,415,763, against the $85,927,802 in 1908. The quantity and values are returned as follows:

	Quantity.	Value.
METALLIC.		
Copper	lb. 54,061,106	$7,018,213
Gold	—	9,790,000
Pig iron, Canadian ore, tons	149,444	2,222,215
Iron ore (exports), tons	21,956	61,965
Lead, lb.	45,857,424	1,959,488
Nickel, lb.	26,282,991	9,461,877
Cobalt	—	66,319
Silver, oz.	27,878,590	14,358,310
Zinc		250,000
Total value, metallic	—	$45,188,387
NON-METALLIC.		
Arsenic, tons	1,129	$64,100
Asbestos, tons	63,349	2,284,587
Asbestic, etc., tons	23,951	17,188
Chromite, tons	1,794	20,858
Coal, tons	10,411,955	24,431,351
Corundum, tons	1,491	157,398
Feldspar, tons	10,286	35,694
Graphite, tons	730	37,624
Grindstones, tons	3,965	50,944
Gypsum, tons	468,551	667,816
Magnetite, tons	330	2,508
Mica, tons		154,106
Ochres and barytes, tons	4,119	29,213
Mineral waters	—	177,304
Natural gas	—	1,205,943
Petroleum, barrels	420,775	559,604
Phosphate, tons	597	4,618
Pyrites, tons	57,038	196,312
Quartz, tons	50,541	63,032
Salt, tons	84,037	415,219
Talc, tons	4,506	12,172
Total value, non-metallic	—	$30,587,591
STRUCTURAL MATERIAL AND CLAY PRODUCTS.		
Cement, barrels	4,010,180	$5,266,008
Brick	—	4,200,000
Sewer pipe, fireclay, tile, etc.	—	1,300,000
Lime, bushels	5,163,874	1,049,473
Sand and gravel (exports), tons.	481,584	256,166
Granite	—	340,047
Limestone for flux	—	328,091
Marble, lime, and sandstone	—	1,600,000
Total structural material and clay products	—	$14,339,785
All other non-metallic	—	30,587,591
Total value, non-metallic	—	44,927,376
Total value, metallic	—	45,188,387
Estimated value of products not reported	—	300,000
Total value, 1909	—	90,415,763

Compared with the total value for 1908, which was $85,927,802, the production of 1909 shows an increase of a little over 5 per cent. The actual increase or betterment in the mining industry in 1909 was, however, somewhat greater than is indicated by this comparison. Owing to a slight change in the method of compiling statistics of the quantities of metals produced, the values for 1909 are somewhat less than they would otherwise have been. Amongst the individual products, coal is still the most important, its value constituting 27 per cent. of the total; silver occupies second place with 15.9 per cent.; gold and nickel come next with 10.8 and 10.5 per cent. respectively; copper contributes 7.8 per cent.; cement 5.8 per cent.; clay products 6.1 per cent.; asbestos 2.5 per cent. The metals nearly all showed an increased output compared with 1908. The average prices remained fairly steady throughout the year, differing but slightly from those of the year before, copper, nickel, and silver being lower in price, while lead, spelter, and tin were higher.

GOLD AND SILVER.

A preliminary estimate shows a slight decrease in gold production in 1909. The total production in 1908 was $9,842,105, to which the Yukon district contributed $3,600,000; British Columbia, $5,929,880; Nova Scotia, $244,799. In 1909 the Yukon shows a further increase, the value of the gold being estimated at $3,960,000. The total gold exports on which royalty was paid were, according to the records of the Interior Department, during the calendar year, 239,766 ounces.

The rapid growth of Canada's silver production which has taken place during the past few years, continued during 1909. Increased production is reported from both British Columbia and Ontario. In the first-mentioned Province the silver is recovered with the lead from the galena ores of that Province, of which there was an increased production in 1909. The metal also constitutes an important value in the gold-copper-silver ores smelted. In British Columbia silver is recovered as fine metal at Trail, and is contained in the matte and blister exported. In Ontario, where the production is practically all from the Cobalt district, a portion of the ores (8,384 tons in 1909) is treated in Canadian metallurgical works producing silver bullion, white arsenic, and a speiss containing silver, cobalt, nickel, etc., the balance of the ore being exported for treatment abroad. The total production of recoverable silver in Canada is estimated at 27,878,590 ounces, valued at $14,358,310, the average price of silver for the year being 51.503 cents. The price of refined silver varied between a maximum of 53⅞ cents per ounce on May 5, and a minimum of 50¼ on March 3.

COBALT S PRODUCTION.

The production from the Cobalt district again shows a considerable increase over the previous year, but not so large an advance as was made in 1908 over 1907. According to returns received from thirty-one shipping mines, there were shipped during 1909 about 28,042 tons or ore and 2,967 tons of concentrates, a total tonnage of 31,009. The silver contents of ore shipped are returned as 22,581,788 ounces, or an average of 805 ounces per ton, and for the concentrates shipped 3,639,475 ounces, or an average of 1,226 ounces per ton. Bullion shipped from the mines contained 143,440 fine ounces of silver. The total silver contents of ore, concentrates, and bullion shipped from the mines were 26,364,703 ounces. In valuing the production a deduction of 5 per cent. is made from silver contained in ore and concentrates, to cover losses in smelting and refining. On this basis the silver recovery is estimated at 25,128,590 ounces, and valued at $12,941,978. Payments for cobalt contents were reported as $90,750. The total value of the year's output was a little over $13,000,000, without deductions for freight and treatment charges. The number of men employed in shipping mines was reported as 2,768, and wages paid $2,396,742. Incomplete returns of concentration showed 127,271 tons of ore treated, producing 3,213 tons of concentrates.

The exports of silver in 1909, for the whole of Canada, as reported by the Customs Department, were 31,126,504 ounces, valued at $15,719,909.

COPPER.

Although refined copper is not produced in Canada, the copper ores are mostly reduced to matte or blister copper, carrying additional values in the precious and other metals. The total production of copper, however, contained in blister and matte produced and estimated as recoverable from ores exported was in 1909 approximately 54,061,106 pounds. In 1908 the production of copper estimated on the same basis was 52,928,386 pounds, an increased production of about 2 per cent. being, therefore, shown in 1909. Of the production in 1909, Ontario is credited with 15,746,699 pounds and British Columbia with 37,314,407 pounds. The total exports of copper contained in ore matte and blister, according to Customs Department returns, were 54,447,750 pounds, valued at $5,832,246.

LEAD AND NICKEL.

The total production in 1909 of pig and manufactured lead and lead contained in base bullion exported was 45,857,424 pounds, valued at the average price of refined lead in New York at $1,959,488. Customs Departments statistics also indicate an export of upwards of 2,000,000 pounds of lead ore or lead concentrates. This production was all from the Province of British Columbia. The total amount of bounty paid during the twelve months ending December 31, 1909, on account of lead production was $346,527.98. The exports of lead in ore, concentrates, base bullion, etc., during the year were 3,116 tons, and pig lead 5,650 tons, or a total of 8,766 tons. From 14,000 tons to 15,000 tons of domestic production were therefore available for home consumption.

The nickel industry was particularly active during 1909, the largest production on record being shown. Although important quantities of nickel are contained in the cobalt silver ores of Coleman township, the Sudbury district continues to be the chief source of nickel production. The same companies are carrying on active operations: the Mond Nickel Company, of Victoria Mines, and the Canadian Copper Company, at Copper Cliff. The total production of matte in 1909 was 25,845 tons, valued at the furnaces at $3,913,012. The metallic contents were: Copper, 15,746,699 pounds; nickel, 26,282,991 pounds.

IRON AND STEEL.

The total shipments of iron ore from mines in Canada in 1909 were 268,043 short tons, valued at $659,120, as compared with 238,082 tons, valued at $568,189, in 1908. The shipments in 1909 may be classified as: Magnetites, 73,420 tons; hematite, 190,473 tons; bog ore, 3,330 tons; titaniferous magnetite (sand), for experimental purposes, 820 tons. In 1908 the ores shipped included: Magnetite, 49,946 tons; hematite, 173,164 tons; carbonate ore, 4,869 tons; bog ore, 10,103 tons. Exports of ore from Canada during 1909, as recorded by the Customs Department, were 21,956 tons, valued at $61,965. The two Canadian companies operating the Wabana (Newfoundland) mines shipped during the year 991,115 gross tons, or 1,110,049 short tons, of which 697,068 tons were shipped to Sydney, and 412,981 tons to the United States and Europe.

An increase of 20 per cent. is shown in the production of pig iron in Canada in 1909, as compared with 1908, despite the fact that the Londonderry furnace was out of commission during the whole year. The total production during 1909 was 757,162 short tons, valued at $9,581,864, as compared with 630,835 tons, valued at $8,111,194 in 1908. These figures do not include the output from electric furnace plants, making ferro products, which are situated at Welland and Sault Ste. Marie, Ontario, and Buckingham, Que. Of the total output of pig iron during 1909, 17,003 tons, valued at $371,368, or $21.84 per ton, were made with charcoal as fuel, and 740,159 tons,

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Gold	4,883,020	dols.
Silver	1,703,825	"
Lead	2,291,458	"
Copper	8,166,544	"
Coal	6,300,235	"
Coke	1,337,478	"
Other Materials	1,200,000	"
	25,882,560	dols.

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Nova Scotia in 1909. Review of the Year.
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valued at $9,210,496, or $12.44 per ton, with coke. The amount of charcoal iron made in 1908 was 6,709 tons, and iron made with coke 624,126 tons. The classification of the production in 1909, according to the purpose for which it was intended, was as follows: Bessemer, 222,951 tons; basic, 400,921 tons; foundry, including miscellaneous, 116,507 tons.

The amount of Canadian ore used during 1909 was 231,994 tons, imported ore 1,234,990 tons, mill cinder, etc., 25,508 tons. The amount of coke used during the year was 919,271 tons, comprising 412,016 tons from Canadian coal, and 507,255 tons imported coke, or coke made from imported coal. The consumption of charcoal was 1,782,258 bushels. Limestone flux was used to the extent of 526,076 tons. In connection with blast furnace operations there were employed 1,486 men, and $879,426 were paid in wages. The total daily capacity of 16 completed furnaces was, according to returns received, 2,735 tons. The number of furnaces in blast on December 31, 1909, was 11.

Returns were received from eight steel plants, at which 2,073 men were employed, and $1,284,940 paid in wages during 1909. The total production of ingots and castings was 754,719 short tons, with an estimated value of $14,359,710, as compared with 588,763 tons, valued at $10,916,602, in 1908.

The following is a statement of the bounties paid on iron and steel during the calendar years 1908 and 1909:—

	1908.		1909.	
—	Quantity on which Bounty was paid.	Bounty.	Quantity on which Bounty was paid.	Bounty.
	Tons.	$ cts.	Tons.	$ cts.
Pig-iron made from Canadian ore	101,647	213,458 34	126,297·55	214,705 80
Pig-iron made from imported ore ...	517,427	569,166 93	607,718·09	425,402 64
Total, pig-iron	619,074	782,628 27	734,015·64	640,108 44
Steel ingots	556,289	917,876 63	729,189·37	766 470 41
Steel wire rods	49,630	297,778 68	81,405·42	488,432 70
Total bounty paid on iron and steel	—	1,998,283 58	—	1,895,011 55

A comparison of the smelter and refinery production in Canada for the years 1908 and 1909 is as follows:—

		1908.		1909.	
—		Refined Products.	Metals contained in matte, blister, base bullion, and speiss exported.	Refined Products.	Metals contained in matte, blister, base bullion, and speiss exported.
Gold	Ozs.	15,436	203,300	18,241	200,129
Silver	.	11,168,689	3,271,899	14,242,545	4,845,920
Lead	Lbs	36,549,274	1,116,792	41,883,614	3,973,810
Copper	,,	—	51,965,289	—	53,328,583
Copper sulphate	,,	203,379	—	51,405	—
Nickel	,,	—	19,506,251	—	27,041,857
Cobalt	,,	—	692,170	—	1,721,083
White arsenic............	,,	1,431,052	—	2,258,087	—
Arsenic	,,	—	436,787	—	1,074,516

The total ore charged to the furnaces in 1909 was 2,377,780 tons, of which slightly over 40,000 tons were imported. The smelter products exported for refining included, in 1908, copper matte, 7,649 tons; blister copper, 15,418 tons; Bessemer nickel-copper matte, 21,210 tons; and silver-cobalt-nickel speiss, 1,326 tons. In 1909 these smelter products were: base bullion, 2,010 tons; copper matte, 11,597 tons; blister copper, 14,239 tons; Bessemer nickel-copper matte, 25,845 tons; silver-cobalt-nickel speiss, 2,660 tons.

COAL AND COKE.

The total coal production in Canada in 1909, comprising sales and shipments, colliery consumption, and coal used in making coke, is estimated at 10,411,955 short tons, valued at $24,431,351. This is a smaller production than in either of the two preceding years, though the total may be slightly increased when more complete returns are received. The Western Provinces each show an increased production of coal in 1909, but not sufficient to counteract the reduced output in Nova Scotia, which resulted from the coal miners' strike.

The total production of oven coke in 1909 was about 875,080 short tons, valued at $3,557,147, being a slight increase over the production in 1908. At the end of the year there were in Nova Scotia 670 ovens in operation, 64 idle, and 120 building. In Alberta 226 were in operation and 40 idle, and in British Columbia 767 in operation and 753 idle. The ovens of the Dominion Iron and Steel Company are of the Otto Hoffman by-product type, and there were recovered as by-products 4,016,824 gallons of tar, and 3,351 short tons of sulphate of ammonia.

PETROLEUM AND NATURAL GAS.

The production of crude petroleum was, as usual, nearly all derived from the Ontario peninsula. The production upon which bounty was paid was 14,726,433 gallons, of which 3,328 gallons were produced in New Brunswick. This is equivalent to 420,755 barrels, and at an average price of $1.33 per barrel, was valued at $559,604. The production in 1908 was 527,987 barrels, valued at $747,102, an average per barrel of $1.34, showing a decrease of about 20 per cent. in the quantity produced. The total bounty paid in 1909 was $220,896, as compared with $277,193 in 1908, and $414,157 in 1907. While the production of petroleum has been falling off the receipts from natural gas sold have been increasing. The producing gas wells are located in the counties of Welland, Haldimand, Norfolk, Kent, Essex, and Bruce, in Ontario, and at Medicine Hat and vicinity in Alberta. The total receipts from gas sold in 1909 were about $1,205,943. The quantity of gas sold or used during the year was over 6,000,000 M feet. Of the total value, about 95 per cent. is to be credited to Ontario. The total receipts in 1908 were $1,012,660.

⁂

BRITISH COLUMBIA'S "GROWING TIME.'

The Minister of Finance on the Expansion of the Province.

The Hon. W. J. Bowser, British Columbia's Minister of Finance, dealt, in his first Budget speech, with the progress of the Province, and spoke of the vistas of future greatness opening up before it. The beneficial effects of good government, he remarked, were reflected in the increase of population, trade, assessment values, post office returns, clearing house figures. The trade per head of British Columbia for 1906, the last returns available for comparison, was $160, the highest in the world. Next came the United Kingdom, with $114. Development in every district was so rapid that it was difficult to anticipate the next year's receipts. British Columbia had shared in the appreciation of Government stocks in 1903, although its credit was in 1902 injured somewhat by the size of the public debt and the state of its finances. Since that time the market for British Columbia securities had shown considerable fluctuations. The present price was $86\frac{3}{8}$, and by comparison they were the highest among the Provinces of Canada. On a 3 per cent. basis the prices were: British Columbia, $86\frac{3}{4}$; Quebec, $83\frac{1}{2}$; Nova Scotia, $83\frac{3}{4}$; Ontario, $81\frac{1}{4}$; Manitoba, 77. While British Columbia bonds had dropped one-quarter of a point since December, 1903, Consols had dropped ten points, Canadian 3 cents. twelve points, and the bonds of the other Dominions three to six points.

Reviewing the sources of wealth in the Province, Mr. Bowser said in mining it had had a successful year, not only from the point of view of actual output, but in respect of new fields and increased development. The estimated output for 1909 reached a grand total of $24,040,000. The lumber industry was prosperous, the output of last year being 755,000,000 feet, valued at $12,000,000. When the final report of the Forestry Commission was received it was to put a very complete and comprehensive code of forest regulations into effect. In the extension of tenure of timber licences the interests of the public had been protected in every way possible, and so long as the licences were held the people would reap a revenue proportionate to the profits reaped by the lumbermen. Agriculture relatively had made by far the greatest progress in recent years, and the Government was devoting unusual attention to its encouragement and development. Summing up the product of the year as closely as that was possible, gave the following result: Manufactures, $30,000,000; mining, $24,000,000; lumber, $12,000,000; agriculture, $8,500,000; fisheries, $8,000,000; a total of $82,500,000, or $515 per head of the population.

VISTAS OF FUTURE GREATNESS.

In conclusion, Mr. Bowser said: "With all the factors in our favour—industrial prosperity, commercial progress, financial success, and political stability—we may reasonably expect for the coming fiscal year, and for some years to come, a period of Provincial expansion, such as British Columbia has hitherto never enjoyed, and I have no hesitancy in saying, such as the older generation of this country had not dreamed of enjoying in their own lifetime. There are vistas of future greatness opening up now which fifteen years ago were to the most of us obscured. The *Toronto Globe* used to refer to the general prosperity of the Dominion as the 'growing time of Canada.' It is now the growing time of British Columbia, and while we may not reap the complete fruition of awakened hopes and activities in our time, the majority of us will live to see an industrial and commercial transformation so great that we shall look back to the year 1903-4 as but the beginning of things in this Province—the year one in the new era. There were good reasons for the backwardness of the years from 1858 to 1885. For lack of railway transportation British Columbia could not move faster than its pack teams went; but if we call to mind now that twenty-five years ago there was not a mile of railway in operation, and that now we have over 2,000 miles in operation; that the city of Vancouver, for instance, with a population of over 100,000, did not then exist; that the population of the Province itself has quintupled in that period; that our Provincial revenues have increased about fifteen times; that activities in trade, industry, shipping, etc., have multiplied in similar proportions, we can realise that, instead of our progress having been slow, it has been of a most remarkable character. We can only measure distances we travel by mile posts, and it is because we have lived with the events that move so rapidly that we have not observed the rate at which they travelled in a quarter of a century. Within the next five or six years we shall have spent probably $25,000,000 or $30,000,000 of Provincial funds in opening up the country; we shall probably have added 250,000 to the population; we shall have on our coast the termini of four transcontinental railways, three of which are of purely Canadian origin; we shall have added at least 1,500 more miles to our railway mileage, involving an expenditure of not less than $75,000,000. We shall have set out on an entirely new industrial career, with shipbuilding, iron and steel furnaces, and rolling mills, paper and pulp mills operating on a large scale, and we shall see, as a consequence of all this immense development, new towns springing up over a vast area until recently without inhabitants or lines of communication. We are, I am convinced, on the verge of great possibilities."

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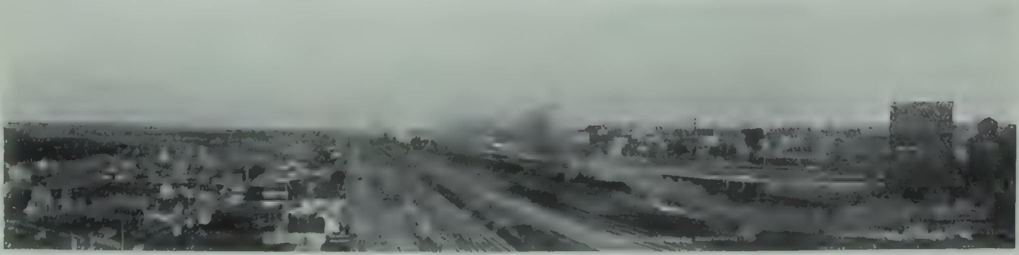

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ILLUSTRATED PAMPHLET ON APPLICATION

THE COAST TIMBER OF BRITISH COLUMBIA : Value and Importance of the Industry.

By LEONARD S. HIGGS.

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THE fact that the coniferous forests of British Columbia constituted one of the most important timber reserves of the world had long been widely recognised, but an actual estimate of the amount of merchantable timber available was a matter to which, until last summer, very little attention had been paid. During the last two or three years signs have not been wanting that the area has been even greatly under-estimated. Accepted assumptions with regard to it seem likely to be traversed by facts, and those who have invested heavily in tracts of timber have been in some cases assailed by grave doubts as to the possibility of holding the investment until such time as the timber shall have become marketable. It is proposed to attempt a survey of the subject, based upon data which lately have become available, consisting in a more or less arbitrary computation of the aggregate amount of merchantable timber in sight (that is, already discovered and appropriated), together with the probable demand which will be made upon it.

Statistics compiled by the Dominion Government declare the forest area of British Columbia to be upwards of 280,000 square miles, but owing to geographical position, useless species, and poor quality of timber, it is unlikely that the produce of more than a small fraction of that area will be ultimately used. One-tenth of the area, or 28,000 square miles, may safely represent that fraction for the purposes of this survey. Of this, one-half, or 14,000 square miles, may lie to the westward of the Cascade Range, forming what is locally known as the Coast Timber Belt.

WHY ONLY SMALL PROFITS HAVE BEEN MADE.

Until seven years ago the only demand made upon this tract of timber was that of the local market for lumber, together with a fluctuating deep-sea export trade. The lumber industry was in its infancy, and for years, owing to high freight rates and keen competition among themselves, the milling companies had been operating at a low margin of profit. The total annual measurement of manufactured timber did not exceed 100 million feet. (The unit of measurement on the coast is the superficial, or board foot, twelve inches square and one inch thick.) This was easily supplied by eight or ten square miles of standing timber. Nevertheless, the milling companies foresaw that in the future these forests must become of immense value. They therefore set to work systematically to acquire the finest tracts while yet there was little demand for them. For many years they had employed "cruisers," on roving commissions, and whenever one of these men reported the existence of a belt of timber of good quality, with easy access to salt water, a lease, or, if possible, a Crown grant of it, was at once obtained. In this way large areas of the most valuable timber in the Province are still being held by lessees at a nominal annual rental of from two to five cents an acre, timber which would in many cases fetch upwards of $100 an acre on the stump in the open market. These acquisitions were eminently satisfactory to the individuals and corporations who made them, but of little or no benefit to the country in general; in fact, the forest wealth of the Province was being rapidly and lavishly bestowed upon parties who made no adequate return for it. The Government then instituted the system of leasing timber lands under a special licence, whereby, after certain formalities as regards staking and advertising had been complied with, an annual lease, renewable for twenty-one years, was granted to the applicant upon payment in advance of a yearly rental of $140 a square mile. A clause in the Land Act, passed in 1896, reserving a royalty of 50 cents a thousand feet on all timber cut upon Crown lands, was made applicable to the new leaseholds. At this time the area of timber lands under lease was about 1,200 square miles, and, since they were the pick of the Coast timber, they contained, in all probability, not less than fifteen million feet to the square mile, or 18,000 million feet of standing timber, which, at the rate of cutting then prevailing, would have supplied the demand for 180 years.

But at the beginning of the period under review, 1903-4, other factors began to make themselves felt, causing the situation to change with marvellous rapidity. These were, briefly, the approaching total depletion of the timbered areas in Eastern Canada and the Middle and Eastern States; a new and increasing demand from Alberta and the North-West generally, as the wheat lands were taken up; an increasing local consumption, caused by an influx of new settlers and by general prosperity; and a demand for logs in the rough from the Puget Sound mills, owing to their cheapness in British Columbia; all of which reasons combined to increase the aggregate demand to more than double its previous proportions. These factors acted more or less simultaneously, and alarmist reports circulated to the effect that, at the prevailing rate of increase in cutting, the available supply of coast timber could by no means last for more than fifteen or twenty years.

THE RUSH FOR TIMBER LIMITS.

Then a most astonishing thing happened. Representatives of Eastern lumbermen and American capitalists thronged into Vancouver seeking investments in timber. "Cruisers," and others with local knowledge of timber limits still unappropriated, forthwith staked them under the new regulations. The Government became alarmed, and forbade the export of timber from all lands west of the Cascades. Several transfers of the new leases were made, lucrative enough for the vendors, representing a profit of thousands per cent. upon the original capital invested in licence fees. In many cases those who staked new limits were able to dispose of the right to apply for the licence to American or Canadian capitalists, without any outlay other than the time and labour spent in locating them. These business transactions were exploited by the local press, itself stricken by a mania for booming the resources of the Province. Here, indeed was an easy, quick, and reliable method of making a fortune, open to rich and poor alike. British Columbians vied with the Eastern "cruisers," and those sent in by Americans, in fighting a path through forest and morass, scaling lofty passes among unknown mountain peaks, in search of undiscovered districts. For in this game none knew where the hidden timber might be; it was a matter of luck and endurance. Everyone who could buy or borrow a motor-boat patrolled and searched thoroughly the northern inlets and islands. Dogged men, with half a blanket, an axe, and a little flour and tea, forced a way through the dripping, heart-breaking underbrush of Vancouver Island, to emerge in weeks at some distant point with a record of ten, twenty, perhaps fifty, square miles staked and roughly cruised. If they had been working for themselves there was no difficulty in disposing of the limits, if they had been working for a company they had drawn a salary with a premium on, or a share in, each claim staked. Individuals, usually humdrum by nature, were suddenly overtaken by an insistent obsession which spurred them to the acquisition of timber limits as the acme of human ambition. Those who did not care to face mountain and forest, themselves employed "cruisers," at $15 or $20 a day, to hunt for them. Although previously to the mania there had been no more than a score or two of first-rate ‘cruisers" on the coast, the number of the profession suddenly leapt up into the hundreds, some of whom were incapable of distinguishing fir and cedar. Would-be investors who were merely afflicted with short-sightedness employed strange men to stake claims in their names at $100 apiece, and were promptly saddled (as was to have been expected) with timber limits located upon snow wastes or mountain tops, on bare rock slides, or even, by slovenly wording upon the stakes, upon the sea itself. The Indian, to his own vast surprise, suddenly became an important personage. He was supposed to have knowledge of vast demesnes of the finest timber. Individuals, timber crazy, offered him money and rum to be shown their locality. But the Indian, astute by nature, and doubtless recollecting former analogous propositions regarding quartz ledges in the mining booms, in which he had invariably come off second best, demanded cash before moving. In some cases desperate timberless investors took the bald risk and were solemnly shown plateaux of scrub, spruce, or valleys of seedling hemlock.

And so the game went on until, at the close of the season of 1907, so gigantic an area of timber lands had been staked, that even the Government was given pause, and stopped further activity by placing a reservation upon all timber lands that remained unappropriated. So far from the apparent supply of timber being equal to a twenty years' demand, recent discoveries had increased the hypothetical amount tenfold, with an unknown quantity still in reserve.

THE MILLING AND LOGGING INDUSTRIES.

It will be now necessary, in order to obtain a comprehensive idea of the subject, to trace shortly the history of the milling and logging industries during the period referred to above. As soon as the demand for manufactured timber showed signs of outpacing the supply the milling companies amalgamated, and agreed upon uniform prices for lumber for the coast mills, to be raised or lowered at their discretion. This caused the price of edge-grain flooring, which was $18 a thousand feet before amalgamation, to jump to $26 after it, to $32 in 1906, and to $42 in 1907. The price of other grades of lumber rose proportionately. Thus was seen the anomaly of lumber at a higher price than ever before synchronous with almost infinite new discoveries of timber.

A certain number of logging camps had been in regular operation, but when the demand for lumber, and consequently for logs, suddenly increased, it was found that their resources were wholly inadequate to meet it. Now donkey engines and skilled woodsmen are both articles which cannot be supplied at a moment's notice. Furthermore, reserve stocks of logs had fallen very low. It was not long before these conditions occasioned a log famine. The price of logs rose, and continued to rise, steadily, although fresh camps were opened as quickly as donkey engines could be procured, and woodsmen from the East and the States were drawn to the coast camps by the almost fabulous wages offered. This state of affairs culminated in the early spring of 1907, when $15 a thousand was being offered for No. 1 fir logs, and skilled loggers commanded wages up to $7.50 a day. It seemed certain that a small fortune should be made in a summer's logging by those who could command capital sufficient to buy a donkey engine and to pay the expenses of a camp of twenty men until the first boom of logs should have been put into the water. During the previous year there had been ninety engines at work, but eighty more were rushed into the woods, together with two thousand additional men, many of whom hardly knew a felling saw from a pitchfork, yet who, notwithstanding a slight disability of that kind, could command a wage of $4 a day. Camps were started wherever a donkey engine could haul itself ashore from a float, with the prospect of a few hundred thousand feet of logs within the radius of its wire cable. The milling companies opened camps in virgin limits of their own, such fear was there that demand would altogether outrun supply. Shanties and tents of a thousand hand loggers, "carried" by the storekeepers, dotted the bays on inlet and fiord.

Some may have foreseen the unavoidable consequence. Before the end of the summer the B.C. Loggers' Association became seriously alarmed at the fall of prices, which was sudden and rapid. The millmen, seeing enough logs in the water to carry them safely through the winter, would buy no more. The loggers were left with millions of feet on their hands; moreover, the average quality of the output of logs had deteriorated, because accessibility to the water, equivalent to cheapness in logging, rather than desire for a high quality in

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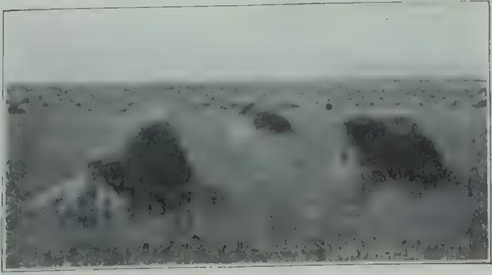

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No. 3—Consists of 25 acres, 5 miles from Nelson. Lake frontage and landing wharf. A substantial frame dwelling of 6 rooms, plastered throughout; also chicken-house and tool-shed. About 11 acres cleared and slashed, of which some 7 acres are under a high state of cultivation. There are a number of fruit trees in bearing, the balance just coming in; also all kinds of small fruits. Present owner secured several first prizes at the Nelson Agricultural Show this year. Ample water supply and flumed to house. A most desirable property. Price $15 000. This property should pay for itself in 4 years.

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ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed at the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when writing.

Copies should be kept of enquiries made, and questions should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left hand top corner of the envelope.

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Reader (S.W.).—Write to Messrs Brent, Noxon and Co., Canada Life Buildings, Toronto, and tell them exactly how much you wish to invest. They will be able to give you all the information you require.

G. G. A.—(1) Yes, probably if bought with judgment and local knowledge. (2) Seldom enough time. Early intimation might be obtained from the Agent-General of the Province, but you would probably have to work through a local firm. (3) Local rates are assessed annually. (4) Cannot advise, as know nothing of this concern. Better leave such things to local men. (5) Depends entirely on situation and price; these being favourable a purchase should prove profitable.

S. N. (Sloane Square).—The outlook for cotton is somewhat uncertain. The exchange might be advisable.

GENERAL.

R. W. (Bournemouth).—The right to vote in Manitoba municipalities is given to persons twenty-one years of age, rated to the amount of $100 for freehold and $200 for leasehold, on the revised assessment roll of the municipality upon which the list of electors used at the election is based.

Basing Hall.—Write to Mr. W. A. Henderson, secretary of the Manitoba Chartered Accountants' Association, Winnipeg, as to the provincial regulations and the prospects for such a person as you name in Manitoba.

"Oaks."—No Canadian-bred animal has ever run in the "Derby," the famous English race. We understand, however, that a colt owned by Mr. R. M. Dale, of Qu'Appelle, Sask., has been entered for that event for the year 1911. Mr. Dale is an enthusiastic follower of racing in Canada, and owns several crack trotters.

R. W. W. (Worcester).—The newspapers published at Revelstoke, B.C., are the *Mail*, *Herald* and the *Observer*.

T. E. C. (Southampton).—The following is a list of the Lieutenant-Governors of Ontario up to the present day:—Major-General H. W. Stisted, Hon. W. P. Howland, Hon. John W. Crawford, Hon. D. A. Macdonald, Hon. John Beverly Robinson, Hon. Sir Alex. Campbell, Hon. George A. Kirkpatrick, Sir Oliver Mowat, Sir W. Mortimer Clark, and the present Lieutenant-Governor, the Hon. J. M. Gibson.

"Engineer" (Gateacre).—Considering the growth of railway construction, bridges, public buildings, electric street railways, and electric plants, and the fact that the active development of the vast resources of Canada is only just beginning on a large scale, there must surely be better opportunities there than here. It is impossible to answer the question you ask in detail, as everything depends upon ability and the nature of the opening you find on arrival. The most successful are those who accept the first position they can get at the start until they acquire a knowledge of the country and get in touch with the various engineering societies and organisations on the spot. We should suggest Montreal, Toronto, and Winnipeg as the most likely centres before proceeding to the Pacific coast. Certainly, the early spring is the best time to go out. You might write to the manager of the Canadian General Electric Company, King Street, Toronto, and to its works at Peterborough, but naturally application on the spot is more likely to be successful.

W. H. W. (Hereford).—No assisted passages are given in such cases as yours. You might write to the Medical Superintendent of the Verdun Asylum, Montreal, and send copies of your references. Sometimes when labour is scarce, as it will be this year, such institutions advance passage money. Also address Mr. N. B. Colcock, Ontario Government Agency, 163, Strand, London, W.C. The lowest fare by steamship direct to Montreal is £5 10s., and emigrants are compelled to have £5 in their possession on arrival.

ENQUIRY COUPON.

"CANADA," No 220, March 26, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

*

THE BRITISH INVESTOR AND COBALT.

How to Enter the Field.

In an interview this week between a representative of *Canada* and a prominent Canadian business man now in London, the conversation turned towards Cobalt and its possibilities for the British investor. "While at the present time claims in that district," said the gentleman in question, "are largely held by American capitalists, I do not believe that more than a quarter of the silver-producing area has been opened up. I do not know of any Englishmen who are already interested in Cobalt, and I should certainly not advise any one from this side to invest money there before having made a thorough examination of conditions, either personally or through a reliable mining expert. Many of the existing concerns are, I believe, considerably over-capitalised, and there are very few openings available in the best claims. If British investors wish to enter this field, I believe that their best plan will be to form a syndicate over here and send out their own mining expert to conduct negotiations for them. None of the veins are very deep, the ore lying for the most part on the surface, and often running in a very peculiar manner. A vein will turn at right angles to its original direction, and after a short time stop dead, yet anywhere within a radius of a hundred feet the same vein may be picked up once more, so that developments must be conducted in a very scientific manner, while the discovery of paying ore is in the first place often a matter of pure chance."

*

A NEW NORTHERN MINING CAMP.

Mr. D. D. Mann's Venture.

Mr. D. D. Mann, Vice-President of the Canadian Northern Railway, with several Canadian and American capitalists, has obtained a controlling interest in 4,368 acres of mining land on the Bear River, which runs considerably north of Prince Rupert and the main line of the Grand Trunk Pacific. Surveys already made, said Mr. Mann, have shown remarkable rich deposits of gold, silver, lead, and some copper; and, should the preliminary work in the spring bear out the reports of the richness of the camp, development work will be carried out on a large scale. Already Mr. Mann has well under way the arrangements for the construction of a railway from Stewart, the head of navigation on the Portland Canal, fifteen miles along the Bear River, to the farthest limit of the camp. A smelter site has been laid out, and, there being an abundance of water power, it is proposed to employ electric power.

It is worthy of notice that while Mr. William Mackenzie, the President of the C.N.R., has always devoted much attention to South American and Mexican securities, Mr. Mann has frequently shown a disposition to invest in mining concerns. On this occasion he seems to have "got in on the ground floor" on a paying proposition.

Western Canada Cement and Coal Co., Ltd.—Holders of First and Second Mortgage Debentures are required to deposit their bonds with the Bank of Montreal, 47, Threadneedle Street, E.C., without delay, for the purpose of exchanging them for 5 per cent. prior lien bonds of the company.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending March 4, and also for the corresponding week in 1909:

	lbs. 1910.	lbs. 1909.
Buffalo	[illegible]	45,210
City of Cobalt	—	75,000
Cobalt Central	40,900	
Conagas	51,600	62,500
Crown Reserve	146,034	62,220
Hudson Bay		60,000
La Rose	303,312	195,000
McKinley-Dar.	63,663	—
Nipissing	456,433	384,410
O'Brien	129,900	—
Peterson Lake	120,850	51, 00
Right of Way	62 643	
Temiskaming	60,000	—
Trethewey	—	60,000
Chambers-Ferland	—	60,000
Totals	1,491,354 (745 tons)	1,0[illegible],710 (527 tons)

BRITISH COLUMBIA.

Shipments have been made as follows during the week ending March 5:—

BOUNDARY.

	Tons.
Granby	23,628
Mother Lode	8,500
Snowshoe	4,471
Oro Denoro	4,431
Total	36,909

ROSSLAND.

Centre Star	4,168
Le Roi No. 2 (Josie)	800
Le Roi No. 2, milled	300
Le Roi	290
I. X. L.	6
Total	5,564

SLOCAN-KOOTENAY.

St. Eugene, milled	2,775
Van Roi, milled	800
Whitewater, milled	600
Blue Bell, milled	1,000
Queen, milled	420
Granite-Poorman, milled	250
Nugget, milled	110
Kootenay Belle, milled	70
Richmond-Eureka	33
Ferguson (Silver Cup)	42
Standard	35
Emerald	95
Eastmont	30
Silver King	61
Sullivan	261
Ben Hur	134
Total	6,716

SMELTER RECEIPTS.

B. C. Copper Co.	8,850
Granby	23,628
Consolidated Co.	1 1,256

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GRANBY'S RECORD OUTPUT.

It is stated that the Granby mines are now making a record production. The smelter in January treated 112,458 tons of ore, from which the recovery amounted to about 2,500,000 pounds of copper. The company is receiving about 4½ cents per pound at the present time, which is at the rate of $9 per share upon the outstanding 150,000 shares.

Camp Bird, Limited.—During February the mill ran twenty-eight days, and crushed 6,618 tons of ore (dry weight), yielding 9,985 ozs. of bullion, and approximately 534 tons of concentrates. The amounts received from sales of product effected during the month were $205,779, which less expenses ($52,167), leaves $153,612. There was expended on construction $344, making a total for the year commencing May 1, 1909, of $8,959, say £1,836.

Ogilvie Flour Mills.—The Canadian Agency, Limited, are informed by cable that the quarterly dividend of 2 per cent. on Ogilvie Flour Mills Common stock is payable on April 1 to shareholders of record March 23.

Mining Engineer.

ARTHUR E. HEPBURN,
Consulting Mining Engineer,
956, Nicola St.,
VANCOUVER, B.C.
Cable Address:
"RUHTRA,"
Vancouver.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—A landslide occurred recently four miles east of Casselman, Russell county, carrying some four acres of farm land into the Nation River.

——At the annual meeting of shareholders of the Military Institute Company, Limited, the following directors were elected :—Lieut.-Colonel James Mason, Lieut.-Colonel W. C. Macdonald, Lieut.-Colonel J. E. Elliott, Major Sloane, Major R. C. Levesconte, Major Myles, and Mr. L. H. Irving. At a meeting of the directors which followed Lieut.-Colonel Macdonald was elected President and Mr. Irving secretary. The report of the retiring directors recommended the unification of the board of the company and that of the Military Institute.

Toronto.—The Province plans to expend during the fiscal year ending October 31, 1911, the sum of $7,623,745. The present year's total estimates are $6,508,004.

——The maximum salary of women assistant teachers has been raised from $850 to $900, with an annual increase of $50 instead of $25 till the maximum is reached, while the maximum salary of High School assistants, graduates, and non-graduates, has been raised from $1,800 to $2,000 a year.

Brantford.—The City Council has made provision for a vote of the ratepayers on April 4 on three debenture propositions as follows :—Public school extensions, $30,000 ; new bridge over canal, $50,000 ; new market buildings, $100,000.

St. Thomas.—The City Council has decided to lend Messrs. C. Norsworthy and Co., foundrymen, $10,000 for fifteen years, without interest, to enable them to take over the manufacture of the Howard furnaces.

Ingersoll.—Mr. James Mayberry recently read a report, at the annual meeting of the Salford Cheese Factory Co., covering the eighteen years that he has served in the capacity of secretary. The report shows that during the past eighteen years $512,051 has been received for cheese. The largest amount was received in 1906, when $48,813 was paid over to the treasurer.

Port Arthur.—The Industrial Commissioner, Mr. N. G. Neill, now occupies offices in the Publicity Pagoda at the corner of Arthur and Water Streets.

Forty wolf skins were recently brought from Sturgeon Lake, and the bounty of $15 was paid on each.

——A branch of the Bank of Nova Scotia has been opened here.

Kingston.—The Hon. W. Harty, Messrs. H. A. Richardson, C. Birmingham, Principal Gordon, and Mr. G. Y. Chown, have given $5,000 each to Queen's University endowment fund, bringing the amount up to $400,000.

QUEBEC PROVINCE.

Quebec.—Supporters of Sir Lomer Gouin's Government won both the Provincial by-elections recently in Argenteuil and Drummond, Messrs. Allard and Hay being elected by fair majorities.

Montreal.—A movement is on foot to enlarge the boundaries of the city so that they will in future include the whole of the island. A company has been organised with twenty million dollars capital, under the title of "The Montreal Elevated and Underground Railway Company," for the purpose of building elevated and underground railways throughout the enlarged area. The new company will be an organisation entirely independent of any of the railways running at present into Montreal.

——The Governor-General presided at the annual meeting of the Victorian Order of Nurses. Mr. A. M. Crombie, treasurer, presented the financial statement for the year, which showed that the receipts from all sources had been $30,802, and the expenditure $30,607, leaving a balance at credit of $194. The Endowment Fund showed the large increase of $8,660, making the total amount of the fund $28,860.

Coaticook. Mr. W. W. Elliott, of this town, has a Jersey cow, four years old, which has supplied during the one year past 8,431 pounds of milk, from which he has made 442 pounds of butter.

Sherbrooke. It is announced that the military authorities have authorised the formation of another cavalry regiment in the Eastern Townships, to be located in Stanstead county.

NOVA SCOTIA.

(From Our Own Correspondents.)

Halifax.

A Bill has been introduced in the Nova Scotia Legislature, at the instance of the Labour organisations throughout the province, providing for the compulsory recognition of organised labour by employers, whether the united bodies of workmen or local unions affected be connected with or affiliated to unions outside the Province or not, such recognition to be granted on the written request of the workmen addressed to the officer of a corporation or other employer.

The report of the Commissioner of Crown Lands for Nova Scotia for the past year states that the actual total receipts of the office amounted to $33,600.12. The expenditure of the Department was $10,162.03 thus leaving a net surplus for the year amounting to $22,438.09.

Dr. B. E. Fernow, of the Faculty of Forestry of Toronto University, will complete his survey of the forests of the Province this summer.

The strike of the United Mine Workers at the collieries of the Dominion Coal Company in Southern Cape Breton has entirely failed, and the last of the troops which were sent to the collieries early in July to preserve order have left for Halifax. For about eight months the mines have been working under military protection, and nearly all the best men have now seen their folly and returned to work. The places of those who did not have been filled, and everything is running smoothly again, apart from the fact that several hundred men are walking the streets in idleness. One of the main factors which enabled the Coal Company to defeat the strikers was the big reserve supply of coal they had at the bankhead at Dominion No. 2. When the strike was called there were close on three hundred thousand tons of coal banked there, and this supply enabled the company to maintain its shipments until they could get their mines working again under the protection of the troops. The company's output for the month of February was approximately 204,000 tons.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

The value of the goods exported from this port to the United States in 1909 was almost double what it was ten years ago. Last year the total figures reached $3,417,416, as compared with $1,751,707 in 1900. During the whole period the volume of business reached the very respectable sum of $21,788,964.

Negotiations which have been in progress for a long time have been concluded for the purchase of the *Sun* and the *Star*, morning and afternoon newspapers, by the owners of the *Telegraph* and *Times*. Publication of the *Sun* and the *Star* ceased on March 19. This leaves St. John with two morning and two afternoon dailies.

News of the Capital.

In the Legislature the Hon. J. K. Flemming, Provincial Secretary, brought down his Budget a short time ago. He stated that the expenditures of 1909 were $1,255,381, which was $102,587 over the amount estimated. The receipts were $1,259,826, an amount $73,107 in excess of what was estimated. In 1910 the Minister estimates $1,251,932 income and $1,227,079 expenditure, which would leave $23,853 balance. In estimated receipts the largest sums are $621,360 from Dominion subsidies and $430,000 from territorial revenue, a large increase over the past year. In estimated expenditure there are included $260,344 for education, $250,000 for interest, $265,000 for public works, and $53,815 for agriculture. Mr. Flemming for the past fiscal year shows a surplus of $4,490.

The eleventh annual convention of the Canadian Forestry Association for the reading of papers and discussion of forestry problems, held by invitation of the Government of New Brunswick in the Legislative Chamber here, was opened by an address from the Hon. L. J. Tweedie, the Lieutenant-Governor. Addresses of welcome from the Premier, the Hon. C. W. Robinson, leader of the Opposition ; the Hon. W. C. H. Grimmer, Surveyor-General ; and the Mayor, Mr. C. F. Chestnut, followed. Papers were read by Dr. C. C. Jones, M.A., Chancellor of the University of New Brunswick, Prof. R. B. Miller, and Mr. F. C. Whitman, President of the Western Nova Scotia Lumbermen's Association

The New Brunswick exhibit at the New York Sportsmen's Show at the Madison Square Garden has made a great hit. It is the best exhibit ever sent from this Province, including five specimens of mounted animals, several live animals, including a moose and a bear, and mounted fishes, the work of Mr. G. A. Sinabaldi, of this city.

Preparations for encænia at the University of New Brunswick the latter part of the month of May are already being made, and the ceremonies in connection with the event promise to be on a more elaborate scale than usual, as it is the fiftieth anniversary of the institution under its present name and standing. The graduating class now numbers thirty-six, and it is likely that the number of graduates this year will be the largest on record.

PRINCE EDWARD ISLAND.

Charlottetown. Prince Edward Island has had a year of exceptional prosperity from an agricultural standpoint. The Department of Agriculture reports that the crops for 1909 were good and prices high. The value of the field crops aggregated over $9,000,000. The dairy products increased 30 per cent. over 1908, yielding $524,000, one of the best records in the history of the island's dairying industry.

—In the Legislature recently, the report of the Federal Minister of Justice on the statutes of 1909 was submitted. All were approved of except the Act prohibiting agents for firms outside the Province taking orders for liquor here.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

The first of a number of taxicabs have appeared on the Winnipeg streets, and, as a novelty and an inviting system of transportation, are creating a great deal of interest. They are the property of the Winnipeg Taxicab Company, Ltd., which is controlled almost entirely by local capital. The cars are of the Franklin air-cooled type, and are really models of luxury and comfort. They are upholstered in buff leather, have electric lights, are fitted with foot warmers for use in the winter time, and have accommodation for seating four passengers.

Mr. Joseph Burke, Superintendent of Immigration, returned to the city recently from the East, where he has been looking into the prospects of securing help for the farmers of Manitoba, Saskatchewan, and Alberta. The demand, Mr. Burke says, is very great, and there is little to be hoped for from Ontario or Quebec in the way of labourers. Men are in demand in these Provinces, and high wages are being paid.

Mr. E. F. Stephenson, Inspector of Crown Timber Agencies for the Dominion Government, who has returned from the scene of lumber operations of the limit holders along the Canadian Northern Railway, Prince Albert branch, says that the cut of logs will amount to between seventy-five and one hundred million feet. Speaking of wild game, the inspector says that north of the Manitoba boundary, in the region still known as the North-West Territories, moose and elk are numerous.

The Government has decided to allow a local option vote to be taken every three years, instead of every year as at present.

The Hon. T. G. Mathers, formerly Puisne Judge of the Court of King's Bench, has been sworn in at the Court House as Chief Justice of the Court of King's Bench of Manitoba.

News of the Province.

An organisation called the "Commercial Bureau" has been formed at Brandon. The Council has given $5,000 for this purpose, which amount will be supplemented by $2,500 raised by the "Commercial Bureau" from other sources. With $7,500 at their disposal for advertising purposes, the Wheat City should be able to make quite a stir this year.

The ratepayers of Brandon have voted favourably on the by-law granting certain exemptions to the Canadian Northern Railway, which on its part agrees to erect this season a first-class hotel in the city.

Six new churches will be opened, or built ready for opening, this year, in the Wheat City, two Presbyterian, two Anglican, and two Methodist.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

Only a very small number were present at the annual meeting of the Canadian Club held in the Court Room of the City Hall a short time ago. Commissioner Perry, of the R.N.W.M.P., took the chair. Following the adoption of the reports, the following officers were elected for the ensuing year: President, Mr. William Trant; first vice-president, Mr. T. E. Perrett; second vice-president, Dr. Low; archivist, Mr. G. H. Barr.

The Pope has accepted the views of the Bishops of the Province of Saint Boniface, Canada, and created a new diocese at Regina and an apostolic vicariate at Keewatin.

The University of Saskatchewan.

Mr. W. C. Murray, president of the University of Saskatchewan, situated at Saskatoon, has issued his first official statement. As the institution is not yet fully organised, the record deals with plans and prospects rather than with things accomplished. Determined to have plenty of room, Dr. Murray and his associates have bought 1,333 acres of land, and are setting aside 330 acres for a campus. Provision has been made for seven colleges, besides extension departments at local centres, and for a library, convocation hall, administration building, museum, union, chapel, association halls, power houses, gymnasium, with a system of college residences for men and women, besides official residences for the staff. Sites have been reserved for affiliated theological institutions. The seven colleges contemplate faculties, courses of study, and degrees in liberal arts and sciences (with schools of music, art, and commerce); agriculture (including forestry, domestic science, and veterinary science); law, medicine (with hospitals); dentistry, and engineering.

The preliminary arrangements for the erection of the new Saskatchewan College, to be built in Moose Jaw, are also proceeding rapidly, and the construction of the buildings will be commenced with the opening of spring. Arrangements have been made for the immediate preparation of plans calling for a three-storey brick and stone building to cost about $100,000, this to be added to later on the unit system. The whole college will comprise three buildings, costing about $300.000. The institution is intended to be an undenominational boys' residential college.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

[illegible]

The new Alberta College, of which the plans were ratified at a recent meeting of the University Senate, will be an imposing structure of a style of architecture that will harmonise in every particular with the group of buildings of which it will form a part. The building will be situated on the portion of the University grounds assigned to it by the grounds committee, about 600 ft. south of the new Arts Building. The new college will be a four-storey building, and will have a fifth storey over a portion of it which will be used as an assembly hall. This will admit of residential accommodation for 100 pupils within the building, five commodious class-rooms, and all the necessary offices. The estimated cost of the building is $100,000, of which $50,000 has been granted by the Hart A. Massey estate on condition that an additional $50,000 be raised by subscription within six months. Several substantial subscriptions have already been received by the college board, and they are confident that the entire sum will be forthcoming within the stated time.

The ratepayers of the city have voted in favour of a by-law authorising a grant of $75,000 towards the new east end exhibition grounds for the erection of buildings and general improvements. The proposition that the site for the Library should be at the corner of Howard and Rice Streets was defeated.

News of the Province.

In Alberta it is a customary thing for towns to spring into prominence with startling rapidity, and the geographical situation of Hardisty has given it strong advantages. Standing on the banks of the Battle River in a wide valley with a gravel subsoil, giving the town at once the most perfect drainage and the purest water supply obtainable, its natural advantages would be hard to equal. The site is on an undeveloped coalfield, and is in the great natural gas belt of Alberta. Clay of exceptionally good quality for brick and tile making is obtainable in great quantities, natural cement has been found in several places in the immediate vicinity, and enormous beds of fine gravel are around the townsite.

Like Hardisty, within a very few years the town of Langdon has sprung from a remote and seldom heard of little country town into one of Alberta's most enterprising centres. The crops produced in Langdon district have been wonderful, and the town itself is well worth attention just now from investors and locators. A hospital is talked of, and, with an excellent Council, this great acquisition ought soon to materialise.

BRITISH COLUMBIA.

Victoria.—A company has been formed to acquire, take over, and develop the south shore of the inner harbour of Victoria, from the chemical works on the east to Raymond's Wharf on the west. The proposition is a big one, involving an expenditure of probably five millions of dollars.

Vancouver.—Work has been commenced on the erection of a new sawmill for Mr. John Hanbury, of Brandon, on False Creek. The plant will consist of a sawmill of $100,000 capacity, a planing-mill, sash and door factory, and three dry-kilns. It will be the first mill of its kind to be erected in British Columbia—what is known in the East as a "short-log" mill. It is expected that the entire cost of the plant will be $200,000.

Prince Rupert.—Wide powers for the future city of Prince Rupert are sought in the Bill providing for its incorporation which has just been submitted to the Legislature. The citizens are determined that the municipality shall be free from the outset to instal its own waterworks, telephone exchange, and power and lighting plants.

New Westminster.—For the month of February the returns of the Land Registry Office were $4.868.18, as compared with $3.143.72 for the corresponding month last year. In January the returns were $5,012. The biggest transfer recorded at the office during the past month was the sale by John Hendry to the John Hendry Land Company of a parcel of land in Burnaby for $650.000.

——The residents of Annacis Island are exerting themselves to secure the building of a $40,000 bridge to connect their island with Lulu Island, in order to obtain overland communication with this place.

Kamloops.—At the annual meeting of the Board of Trade the election of officers resulted as follows:—President, C. W. Hallamore; vice-president, Dr. M. S. Wade; secretary, J. F. Smith, all re-elected. The treasurer's financial statement showed total receipts from all sources, $1,536.80; total expenditures, $1,183.08; cash in bank, $340.83; cash in hand, $12.89.

Statistics compiled by the secretary of the Board of Trade show that last year's building operations within the city and its immediate surroundings amounted to $312,050, as compared with $136,200 in 1908. The district import trade exceeded the export trade by 9,216 tons. The volume of exports from the district's natural resources was 5,190 tons, having a cash value of $289,362, which represents an increase of $9,882.

THE RIO DE JANEIRO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED.

(Incorporated under the Laws of the Dominion of Canada.)

To the Shareholders of

THE RIO DE JANEIRO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED.

[illegible] interim report on the undertaking, [illegible] and prospects of the Company. You will learn therefrom that the new concession to the Rio Gas Company, which has been the subject of somewhat lengthy negotiation, was finally approved and granted by the Government of the United States of Brazil in November last year.

The work of reconstructing the gas works and erecting the new plant has been commenced and is being pushed forward vigorously, and it is anticipated [illegible] the present year. The completion of the new works will enable the Company to operate on a much more economical basis as well as to increase its gross income, particularly through the sale of gas for heating and cooking, thereby greatly augmenting the net receipts of this branch of its business.

The work of reconstruction and electrification of the Company's tramway lines has steadily progressed, and is now approaching completion. The few miles which remain to be finished should be completed and in operation by the beginning of May next.

The Company, during last year, was fortunate in acquiring a predominant interest in the Share Capital of the Jardim Botanico Tramway Company, thereby considerably strengthening its position. The greater part of the proceeds of the Shares of the Rio de Janeiro Tramway, Light and Power Company, Limited, [illegible] May [illegible] was applied in payment of part of the purchase price of such interest.

For the purpose of providing the funds required in connection with the construction of the new gas works and the balance of the original purchase price [illegible] Capital of the Jardim Botanico Company, and for the additional Shares since acquired; and for the extensions in the underground and other installations required in connection with the new contract for street lighting and for other purposes of the Company, the Board of Directors have decided to issue a further 62,500 Shares in the Capital Stock, part of the unissued balance authorised by General Meeting of the 3rd May, 1909, and to offer the [illegible] Shareholders of record on the [illegible] day of March, 1910, each Shareholder to have the right to subscribe for one Share for every five Shares held by him. No allotment will be made of a fractional part of a Share, but transferable fractional Certificates will be issued to any Shareholder claiming the same, and on presentation, in accordance with the terms [illegible] Certificates to constitute a whole Share, an allotment of a whole Share will be made.

The terms of payment are par, and payment for the Shares subscribed for must be made to one of the Banks below mentioned for account of the Company at the exchange of $4.86—⅔ Canadian currency to One pound sterling in the following instalments:—

[illegible] 5½d. or Frs. 129.50 per Share with the Application.
[illegible] 5½d. or Frs.129.50 per Share on 18th May, 1910.
[illegible] d. or Frs. 129.50 per Share on 1st August, 1910.
[illegible] ½d. or Frs.129.50 per Share on 1st November, 1910.

On receipt of the Subscription Form enclosed, signed with a remittance for the amount payable in respect thereof, the Subscriber will receive a Certificate of Subscription in respect of the Shares subscribed for, upon which all further payments will be endorsed as and when paid.

On payment of the Final Instalment a Subscriber will receive upon surrender of the Certificate of Subscription, Certificates for the fully paid Shares comprised therein and paid for by him, together with a warrant representing interest at four per cent. per annum on the amount of the instalments paid [illegible] respective due dates of payment to the 31st day of October, 1910.

Interest at the rate of 6 per cent. will be charged on overdue instalments.

A Subscriber, however, may pay up in full at any time in advance, and will thereupon be entitled to the next full quarterly dividend, subject to his paying with his instalments a sum equal to such portion of the said next quarterly dividend as shall have accrued between the date of the last dividend paid and the actual date of payment in full of the instalments.

Applications for Shares in accordance with the above offer must be made by Shareholders or their assignees on the accompanying form, which must reach [illegible] not later than the [illegible] day of March, 1910, after which date all rights hereunder will cease and determine. The application must [illegible] to the Bank to whom the application is sent, for the amount of the first instalment payable in respect of the Shares applied for.

A Shareholder may assign his right hereunder to subscribe for the Shares on the accompanying form.

If default be made in payment of any instalment the subscription in respect of which the default is made will be liable to forfeiture.

Application can only be received from Shareholders of record as above or their assignees duly nominated on the accompanying assignment. By order of the Board. Yours faithfully,

J. M. SMITH, Secretary.

Toronto, Ontario, 18th March, 1910.

Owners of Share Warrants to Bearer who wish to avail themselves of their right to subscribe should deposit their Warrants at the latest on the 26th March, 1910, at one of the Banks mentioned below.

Subscriptions with cheques and assignments of rights may be delivered at any of the following offices or Companies: At the office of the National Trust Company, Limited, Toronto, Canada, or The Canadian Bank of Commerce, [illegible] Bishopsgate Street, [illegible] Rio de Janeiro Tramway, Light and Power Company, Limited, Avenida Central, 76, Rio de Janeiro, Brazil; or at the following Banks in Belgium and Switzerland:

BRUSSELS:
- [illegible]
- Banque Internationale de Bruxelles.
- Caisse Générale de Reports and de Dépôts.
- Banque d'Outremer.
- Banque Nagelmackers & Fils.

LIEGE:
- Banque Nagelmackers & Fils.
- Banque Liégeoise.

ANTWERP:
- Banque de Reports, de Fonds Publics et de Dépôts.

BASLE:
- Banque Commerciale de Bâle.

GENEVA:
- Banque Fédérale.

[illegible] Interim Report above referred to and forms of subscription may [illegible] the London Office of the Company, 28, Bishopsgate Street Within, [illegible] Banks mentioned above.

McCUAIG BROS. & Co

MEMBERS MONTREAL STOCK EXCHANGE.

A General Stock Exchange Business Transacted.

INVESTMENT SECURITIES A SPECIALTY.

157, St. James Street,
MONTREAL.

22, Metcalfe Street,
OTTAWA.

IMPERIAL BANK OF CANADA.

Capital Authorised	$10,000,000.00
Capital Paid Up	5,000,000.00
Reserve Fund...	5,000,000.00

Head Office ... ... **TORONTO.**

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A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

ONTARIO. QUEBEC. MANITOBA.

CANADIAN DEBENTURES.

We own and offer debentures of Canadian Municipalities which we unhesitatingly recommend for conservative investors in Great Britain.

THEY ARE ISSUED BY:—

CITIES. COUNTIES. TOWNSHIPS.
TOWNS. VILLAGES. SCHOOL DISTRICTS.

The same can be supplied to yield the investor from 4% to 5%.

CORRESPONDENCE SOLICITED.

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49-50, Canada Life Buildings, Toronto, Canada.

ALBERTA. SASKATCHEWAN. BRITISH COLUMBIA.

CAPE BRETON ELECTRIC CO.
First Mortgage 5 p.c. Bonds

DUE 1932.

An Electric Railway and Power Company serving the important industrial centre of Sydney, Glace Bay and North Sydney. In operation since 1901.
Interest earned more than twice over.
Liberal franchises.
Price 96 and interest, yielding 5 30 per cent.
Bonds delivered at purchaser's Bank free of expense.

A. E. AMES & CO., Ltd., TORONTO, CANADA.

Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

THE LONDON MARKET.

LONDON, TUESDAY.

General business on the Stock Exchange during the past week has not been so large as recently, though specialities have from time to time given a good display. Political influences have been unsettling, and the advance to 4 per cent. in the Bank Rate has also had a chilling effect. Wall Street has given no helpful lead to the American market. The Canadian section has not run counter to the general markets, the appearance of this part of the "house" being irregular, and lacking in sustained activity. The gilt-edged stocks of the Dominion have maintained a steady front, and are practically unchanged on the week; but, among railway stocks, Grand Trunks have sagged fractionally, the reactionary tendency being due to the threat of a tariff war between Canada and the United States. Prices are now displaying a little more steadiness, because negotiations between Mr. Taft and Earl Grey relative to the tariff appear to be progressing more smoothly, but the prevailing note of the market is one of caution. Canadian Pacifics have lost rather less than a dollar on balance. The stock has fluctuated with Americans, but has been less influenced by the tariff fears, which have unsettled Grand Trunks. British Columbia Electric Railway issues have been supported, the Deferred scoring an advance of 2, while the Preferred is 3 better. In the land share group there has not been a great deal of business to test prices. Hudson's Bays sagged quietly at one time, but have since rallied, and now show a small rise on the week. Southern Alberta Lands have yielded 6d., and Calgary and Edmonton Land 3d. Mixed movements have as usual characterised the miscellaneous group, but variations have seldom been of important extent. Canadian Car and Foundry Common shows a net loss of a point, and Shawinigan Water is ½ down, but Dominion Textiles record an improvement of ½ to 75¼.

◆

OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

One of the recent features has been the heavy trading in Montreal Street and Power, the price of the former being around 230, and it has been suggested that this is in connection with the amalgamation scheme recently discussed. Although quite unofficial, a report is current that the Lake of the Woods directors are considering the question of discontinuing the bonuses and increasing the dividend during the present year. It is stated that Mr. Forget and his friends have now secured a controlling interest in the Nova Scotia Steel and Coal Company. One authority says that, since the Lake Superior Corporation issued bonds in London, the further sum of $6,000,000 has been secured privately. The directors are proceeding with the construction work in connection with the Algoma Central Railway, and it is reported that extensive improvements to the entire plant are being planned which will facilitate the more effective handling of the "Soo" Corporation's trade. The rumour circulated in London by a news agency that Mr. Fleming was discussing merger matters with Mr. Plummer was unfounded, but somehow it got cabled over to London, although enquiry would have at once elicited the fact that Mr. Fleming had not left London at the time the cable reporting his presence in Canada was dispatched.

Molson's New Issue.

In response to their circular, the directors of Molson's Bank have received renunciations of their rights to the new issue of 5,000 shares from all except three stockholders, who will, of course, get their pro rata share of the new stock. This means that the bank will be able to secure over $1,000,000 of new capital from Great Britain upon satisfactory terms.

The Cereal Merger.

The underwriting of the $1,000,000 Preferred stock of the Canadian Cereal and Milling Company was a complete success, and it is likely that only a small amount will be offered to the public here owing to the large proportion of stock taken permanently. The terms of underwriting were $90 per $100 Preferred stock, with a bonus of 50 per cent. Common, and it is understood that the public offering will be at par. Estimates of earnings of the consolidated company figure out a surplus on the first year equal to 13½ per cent. on the Common.

Investment Yields.

Returns upon investments vary with every change of price, and it may therefore be worth while giving the rates obtainable upon some of the leading Canadian public utilities and industrial concerns. Taking a list of twenty representatve concerns, the average yield works out at 5.55 per cent. On Bell Telephone the return is 5.44 per cent., Dominion Coal Preferred 6 per cent., Toronto Railway 5.70 per cent., Montreal Power 5.10 per cent., and Montreal Telegraph 5.40 per cent. Ogilvie's Common can be bought to give 5.60 per cent., but the very big rise during the past year has placed Lake of the Woods upon the 4 per cent. level. This, however, is calculated on the 6 per cent. dividend basis, and does not take into account the splendid bonuses paid. If these are included, the yield is, of course, very much higher. Montreal Steel gives 6.70 per cent., and Halifax Street 5.65 per cent. On Richelieu and Ontario Navigation 5.80 can be secured, and "Soo" gives a yield on its 7 per cent. dividend of 4.90 per cent. In the Textiles, Dominion Preferred shows nearly 7 per cent., and Montreal Cotton Common a little less than 6 per cent.

New Listings.

The following securities have just been listed here:—Quebec Light, Heat, and Power Co., bonds, 1st mortgage, 5 per cent., $4,987,600; capital stock, $9,300,500. Western Canada Flour Mills Co., capital stock, $1,500,000.

Market Rumours.

It is reported that some good blocks of preference shares in the Canada cement combine have been placed on your side. Sperling and Co. are reported to have taken 2,500 shares, and Sir Edgar Speyer-Luzard Bros. and I. H. Benn 1,000 shares respectively. Another large flour milling concern is mentioned, to be known as the Royal Canadian Flour Mills, with a capacity of 45,000 barrel daily. The issue of the Hillcrest collieries by Meredith and Co., who are connected with the Canadian agency, was, I am told, over subscribed. The F. N. Burt Co. makes a satisfactory showing, having earned 16 per cent. on its common stock

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending March 14.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Pacific	$1,615,000	$154 000	—
Grand Trunk	£131,538	£17,673	—
Canada Atlantic	£7,360	£1,132	—
Grand Trunk Western	£24,904	£4,877	—
Detroit Grand Haven.	£7,284	£1,551	—
Mexican	$160,200	—	$3,100
Alberta	$7,761	$1,549	—
Quebec Central	$19,497	—	$2.439
Canadian Northern	$190,600	$41,700	—
White Pass and Yukon (to March 7)	$2,275	—	—

4½ PER CENT. DEBENTURES.
TORONTO SAVINGS AND LOAN COMPANY.
PAID-UP CAPITAL £205,479
RESERVE FUND 139,726
TOTAL ASSETS 641,137
This Company is at present receiving LOANS on Debenture at 4½ per Cent. for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE Writers, Agents in Great Britain.
144, St. Vincent Street, Glasgow.

THE BANK OF TORONTO.
Head Office—TORONTO, CANADA.
Capital $4,000,000
Reserve Fund $4,818,871
79 Branches throughout Canada.
London Agents:—The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

THE INVESTMENT TRUST COMPANY, LIMITED.
Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.
DIRECTORS.
President ... ... K. W. BLACKWELL (Director Merchants' Bank of Canada, Vice-President Montreal Street Ry. Co.)
Vice-President ... ... J. P. BLACK (Director Dominion Textile Co.)
JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
A. J. NESBITT, Man. Director.
Montreal, Canada.

THE ENGLISH ASSOCIATION OF AMERICAN BOND AND SHAREHOLDERS, LIMITED.
5, Great Winchester Street London.
ACTS AS TRUSTEE FOR DEBENTURE ISSUES, &c.
Also as Agent for American and Canadian Companies desiring representation in Great Britain; transmits to America and Canada Shares of Railway and other Companies for registration; undertakes the Collection of Dividends and Rights to New Issues, and Cashes Coupons, Drawn Bonds, Dollar Drafts, &c.
TRUSTEES AND DIRECTORS.
Alfred W. Smithers, Esq., Chairman, London.
Thomas P. Fowler, Esq., New York.
Walter Lindley Esq., London.
Thomas Reynolds, Esq., London.
Rt. Hon. Lord Welby of Allington, G.C.B., London.
MANAGER.—T. Lindley, A.C.A., F.C.I.S.
Full particulars can be obtained on application.
CHAS. D. BRASSEY, F.C.I.S., Secretary.

OTTAWA—
H. H. HANSARD & CO.,
Bankers & Brokers.
PARLIAMENTARY — FINANCIAL.
Cobalts a Specialty. OTTAWA, Canada.

W. LAKE MARLER.
Bonds, Stocks, and Debentures on Commission.
Cobalt Stocks specially reported upon, on application.
110, WELLINGTON STREET,
Cable Address: "MARLER." OTTAWA, ONT.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each.

	1908		1909		1910
	High	Low	High	Low	Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3%	97	94	94½	91	92½.92
" 3½% Reg.... ...	102	98½	101	97	101.100
" 3½% Bonds ...	102	100½	103½	100	102.101
Alberta, 1938	Iss.	1909	102	99	104.103
British Columbia, 1917...	100	96	107	102	105.103
Manitoba 4% B'ds, 1947	102	98	104	100	104.102
Nova Scotia, 3½%.. ...	95	90	96	92	94½.93½
Ontario (Pr.) 3½%... ...	[illegible]	[illegible]	97	92½	95½.94½
Quebec (Pr.) 3%	85½	81	87	83	85½.84½xd
Saskatchewan 4%, 1919	Iss.	1908	103	99½	103½.102½
Calgary (C.) 4½% Debs.	104	98½	106	100	106.104
Edmonton 4%, 1915-47 ..	108	103⅜	109	105	104.103
Hamilt'n(C.)4% Deb.1934	102	98	103	99	102.100
Montreal(C.)4%Deb.1932	107	99	106	102	108.106
Ottawa 4½%, 1913... ...	104	100	105	100	103.101
Quebec(C.) 4% Debs. ...	103	99	104	100	103.101
Regina (C.) 5%, 1923 38	107	101	109	105	107.105
St John, N.B. 4%, 1934	103	97	103	99	101.99
Saskatoon (C.) 5%, 1938	105½	101	107	102	108.106
Sherbrooke(C.)4½% Deb., 1933	—	—	105	101	105.103
Toronto (C.) 4% Stg. Bds.	103	99	106	99	103.102
Vancouver (C.) 4% Deb., 1947-9	101½	99	104	99	103.102
Victoria (C.) 4% Debs., 1933-58	99½	98½	102½	99	102.100
Winnipeg (C) 4% Deb....	103	97	104	99	105.103xd
BANKS.					
B. N. A.	147	141	155	148½	156.155
*Commerce	171	155½	194	171½	220.218
Dominion...	225	221½	242	240	249.247
Imperial	218½	218½	228½	226½	242.240
*Merchants	166	151	170	160	177.174
*Molsons	207	195	211	199½	208.207
Montreal	250	228	251½	245	266.265
*Ottawa	208	200	213	210	210
*Royal	233	211	233	212	231
*Toronto	220½	204½	227	210½	218.216
INDUSTRIALS.					
Bell Telephone	143	115	150	138	152.150
Canadian Car Co.	Iss.	1909	—	—	71½.70½
Canada Cement Com. ...	Iss.	1909	—	—	21½.21
" " Pref. ...	Iss.	1909	—	—	90½.89½
*Canadian Col. Cot. M....	50½	47½	63	47½	64.63
Canadian G. El. C. ...	108½	86½	127	106½	118½.117½
*Canadian Marconi ..	1.70	1.50	—	—	—
*Consumers Gas	198	182	207½	195½	206.204
*Crow's Nest Pass Coal...	130	120	100	75	94.85
Dominion Coal Com. ...	70½	37	93½	43	85.84
* " " Pref. ...	112	85	119	96	116
Dominion I. & S. Com.	25	12½	72⅝	19	72.70
" " " Pref.	66½	36	138	69½	143.141
*Dominion Textile Com.	47	42	79½	57½	75.74½
* " " Pref.	99	75	110	95	110½.109½
Electrical Devel. of Ont.	28	16	60½	50	—
Halifax Electric	104½	87½	122	106½	124.123
*Internat. Coal & Coke...	79½	60	—	—	55.48
*Internat. Portland Cem.	122	106½	—	—	175
*Lake of the Woods Com.	98½	71	145½	97½	150.149
* " " " Pref.	119	103	128	118	127.124
*Laurentide Paper Com	112	93	130	112	132.130
* " " Pref.	118	[illegible]	131½	[illegible]	[illegible]
Mackay Co.'s. Com. ...	77½	51½	95	70½	92.90
" " Pref. ..	71	59½	77	69	77
Mexican L. & P. Com.	79½	45½	89	62	82½.81½
" " Pref.	108½	99	107½	103½	105.104
Mexico Tram...	139	68½	150½	123½	134.133
*Montreal Cotton	125	105	131	117	131
Montreal L. H. & P. ...	113½	85	129½	109	142.141
*Montreal Steel Com. ...	83½	60	104	68	105
* " " Pref. ..	112	92	117	100	119.117
Montreal Street	204½	170½	220	203	216.215
*Montreal Tele...	148	135	150½	135	160.150
*Northern Nav.	100½	83	123½	97	108.107
N. S. Steel & Coal Com.	62	43	84	54½	90 88
* " " " Pref.	119	108½	112	114	121
Ogilvie Flour Com... ...	116	102½	141½	112	145.143
" " Pref... ...	130	114	128	118½	130.128
*Penman's Ltd. Com. ...	50	29½	60	42	62.60
* " " Pref. ...	132½	72½	93½	83	88.87
Richelieu & Ont. N. ..	78	62	92½	97	98.96
Rio de Janeiro T... ...	82	29½	107	87	99.98
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Nav.	126½	109½	128½	105½	115.113
Sao Paulo	157	113	163	148½	152½.150½xd
Shawinigan W. & P. ...	81	55	105	80½	106.105
*Toronto Electric Light...	—	—	—	—	121.120
Toronto Ry.	115½	94	127½	107½	127.126
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RAILWAYS.					
Alberta Ry.	114	82	137	118	159.154
" 5% Deb. ...	103	89	107	102	108.106
Can. North. 4% Perp. Deb	96½	89	98	90	95½.94½
C. P. R.	180	143	191	170½	184½.184½
Dominion Atl. Ord. ..	18	12	17	12	18.15
" " 5% Pref.	41	40	47	40	44.39
Gd. Trunk Pac. 3% 1st M.	86½	83½	88½	82	84½.83½
" " 4% Bds. "A"	100½	91½	97½	91	98.96
Grand Trunk	23⅝	14½	25	18½	[illegible]
" 4% Guar....	98	88½	95½	88	95½.94½
" 1st Pref. ...	115½	96½	110	101	108½.108½
" 2nd Pref. ...	109	80½	96	95½	101½.101½
" 3rd Pref. ..	61½	39½	60	44	[illegible]
Minn. St.P.&S.S.M. Co.	138½	85	150	137	[illegible]
" " Pref.	155	143	168	151	[illegible]
Quebec Cent. N. Inc. ...	118½	110½	115	108	[illegible]
Quebec & L.St. John Inc.	30	22	26	14	[illegible]
White Pass	5½	4½	5½	3½	[illegible]
" " 5% Inc.	101	97	105	98	[illegible]
" [illegible]	[illegible]	91	100	92	[illegible]

	1908.		1909.		1910.
	High	Low	High	Low	Latest Price.
LOAN COMPANIES.					
*B.C. Permnt. Loan & S.	—	—	—	—	—
*Canada Landed	120	113½	160	135	160
*Canada Perm. Mort. ...	120½	111½	163½	140	168
*CanadianSavings&Loan	—	—	—	—	—
*Cent. Canada L. & S...	—	—	—	—	175
*Dom. Savings & Invest.	72	70	72	70½	75.71
*Imperial Loan & Invest.	70	70	—	—	75
*London & Can. L. & A.	100	95	115	107	112
*Montreal Trust & Mort.	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	195.194
*Toronto General Trusts	150	143	165	150	170.169
*Toronto Mortgage ...	107	104	130	114	140.137
*Toronto Savings & Loan	126	110	—	—	126
LAND COS.. Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L. ..	45/-	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$110	$95	$100.99
Hudson's Bay	92	73	99	75	102.100
S. Alberta	1 5/16	9/16	1 11/16	1 1/16	2 1/16.1 15/16
Western Canada... ...	1 7/16	15/16	1⅛	1	1⅛.1⅛
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	105
*Canadian Col. Cot. ...	100	92	100	95	101.100
Canadian Iron Corp. ...	Iss.	1908	103	94	105½.104½
Dominion Coal	94	87	98½	90	102.101
*Dominion Cotton... ...	98½	91	105	99	104.102
Dominion Iron & Steel	80½	70½	97½	77½	100.99
*Dominion Textile "A"	98	80½	98½	91½	97.96
* " " "B"	97	83½	100	92	100.98
* " " "C"	96½	82	100	90	97.96
* " " "D"	98	85	104	93	97.96
Electrical Devel. of Ont.	88	70	90	81	83.80
*Lake of the Woods Co.	117½	102½	112	104	113.111
Lake Superior Co. ...	Iss.	1909	90½	88	91½.90½
*Laurentide Paper ...	112	104	114	109	111.110
Mexican Electric Light	90	73½	87½	79	86.85
Mexican L. & P.... ...	90	80½	90	80	91½.90½
Montreal L., H., & P...	101	91½	100½	98½	87 86
*Montreal Street	100	95½	102½	99½	101.99
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " Consols	103½	99	109	104	110.109
*Ogilvie Flour Ord ...	113½	105	115	108	112
" " 1st M. "B"	106½	105	112½	106⅝	112
Rio de Janeiro 1st Mort.	92½	72	98½	90	97½.96½
Sao Paulo	97	90½	105	90½	103½.102½
Winnipeg	106	99	106	102½	107.106
W. Canada Flour Mills	Iss.	1908	107	98	106.104
W. Kootenay Power Bds.	—			—	109.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on March 10:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Buffalo Mines Co. ...	$900,000	$1.00	$2.50	2.25
Chambers-Ferland... ...	2,311,000	1.00	.38	.37½
Cobalt Central	4,761,500	1.00	.20	.19
Cobalt Lake...	3,930-866	1.00	.22	.21½
Silver Queen	1,500,000	1.00	.22	.19
Coniagas	4,000,000	5.00	6.00	5.40
Foster-Cobalt	915,518	1.00	.26½	.25½
Green Meehan	1,500,000	1.00	.11	.10½
Kerr Lake	3,000,000	5.00	8.80	8.75
McKinley Darragh ...	2,246,937	1.00	.90	.88
Nova Scotia	1,900,000	1.00	.37½	.36
Peterson Lake	2,561,820	1.00	.27½	.27½
Silver Leaf	5,000,000	1.00	.10½	.10½
Temiskaming	2,500,000	1.00	.65½	.65½
Trethewey	945,450	1.00	1.40	1.38½
Nipissing	6,000,000	5 00	10.25	10.12½
	Nom. cap.			
La Rose	7,500,000	5.00	4.58	4.55
Watts	1,000,000	1.00	.15	.13
Crown Reserve	2,000,000	1.00	[illegible]	[illegible]
Little Nipissing	1.000,000	1.00	[illegible]	[illegible]

WESTERN TRUST COMPANY.

A Strong Western Canadian Organization.

Pays special attention to the investment of funds in Mortgages and other Canadian Securities; undertakes the Management and Sale of Real Estate; acts as Fiscal Agent of Corporations; and administers Trusts of every nature. Correspond with us on any subject requiring attention in Canada.

Head Office WINNIPEG.

PUBLIC NOTICES.

THE ROYAL BANK OF CANADA.
DIVIDEND No. 90.

Notice is hereby given that a dividend of Two and Three-quarters per cent. (being at the rate of eleven per cent. per annum) upon the paid-up capital stock of this bank has been declared for the current quarter, and will be payable at the bank and its branches on and after Friday, the 1st day of April next, to shareholders of record of March 15.

By order of the Board,
E. L. PEASE,
General Manager.

Montreal, P.Q.
February 22, 1910.

DOMINION OF CANADA.
CANADA CEMENT COMPANY, LIMITED. 7 PER CENT. CUMULATIVE PREFERENCE SHARES AND ORDINARY SHARES.

Messrs. Chaplin, Milne, Grenfell and Co., Limited, beg to notify that they are now prepared to exchange the Provisional Scrip for the Definitive Share Certificates.

The Scrip Certificates must be left two clear days for examination.

6, Princes Street, E.C., March 19, 1910.

WESTERN CANADA CEMENT AND COAL COMPANY, LIMITED.

Holders of First and Second Mortgage Debentures are requested to deposit their Bonds with the Bank of Montreal, 47, Threadneedle Street, London, E.C., without delay, for the purpose of exchanging them for Five per Cent. Prior Lien Bonds of the Company.

ANGLO-CANADIAN FINANCE COMPANY, LIMITED,
London Agents.

6, Old Jewry, London, E.C.,
March 22, 1910.

Canadian Professional Directory.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of "*Canada*" in Great Britain, France, Germany, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Offices in Toronto, or London, Eng.

Advocates, Notaries, etc.

EDMONTON -
DAWSON, HYNDMAN & HYNDMAN, McDougall Court.

Architects.

EDMONTON
BARNES & GIBBS, 141, Jasper Avenue West.

Barristers.

TORONTO
BLAKE, LASH & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.
DAY, FERGUSON & O'SULLIVAN, 59 & 61, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commerc Union Building.

Bond and Investment Brokers.

TORONTO -
G. A. STIMSON & CO., 16, King Street We
Cable Address: "Stimson."

Chartered Accountants.

TORONTO -
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG
EDWARDS & RONALD, 20, Canada Life Building.

SASKATOON –
EDWARDS & RONALD, Drinkle Bldg., P.O. Bo 98.

Stock Brokers.

TORONTO—
MERSON & CO., 16, King Street West.
LORSCH & GAMEY, Ltd., 36, Toronto Street.

Surveyors, Valuers, etc.

EDMONTON
COTE & SMITH, Cristall Block.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE—TORONTO.** General Manager ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
,, (East)
,, (South)
Canora
Carman
Carmangay
Claresholm
Cleverville
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros
Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Kindersley
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
Medicine Hat
Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds
Outlook
Pincher Creek
Ponoka
Portage la Prairie
Prince Albert
Provost
Radisson
Red Deer
Regina
Rivers
Saskatoon
Shelbrook
Stavely
Stony Plain
Strathcona
Strathmore
Swan River
Treherne
Tugaske
Vegreville
Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

Ayr
Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—Bank of Scotland *Agents in Ireland*—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - -	£1,000,000
RESERVE FUND - - -	520,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Forward, Sask.
Fredericton, N.B.
Girvin, Sask.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
,, Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
,, Market Square.
,, Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
,, St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
,, St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
,, Union St.
St. Martins, N.B.
St. Stephen, N.B.
Saltcoats, Sask.
Semans, Sask.
Toronto, Ont.
,, King and Dufferin Sts.
,, Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver, B.C.
Varennes, P.Q.
Victoria, B.C
Waldron, Sask.
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5 300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE
BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office - OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents ... PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,087.

BOARD OF DIRECTORS.

Rt Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
E. B. GREENSHIELDS, Esq. SIR WILLIAM MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN [illegible] DAVID MORRICE, Esq. C. R. HOSMER, Esq.

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
  Sub-Branch
  ,, North End.
HAMILTON, Ont.
  Sub-Branch
  ,, Barton and Victoria Streets
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
  Sub-Branch
  ,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
  Sub-Branches
  ,, Hochelaga.
  ,, Papineau Avenue
MONTREAL, Que. (*continued*).
  ,, Peel Street
  ,, Point St. Charles.
  ,, St. Anne de Bellevue.
  ,, St. Catherine St.
  ,, St. Henri.
  ,, Seigneurs Street.
  ,, Westmount.
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
  Sub-Branches
  ,, Bank Street.
  ,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
  Sub-Branches
  ,, St. Roch.
  ,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
  Sub-Branches
  ,, Bathurst Street.
  ,, Carlton Street.
  ,, Dundas Street.
  ,, Queen Street.
  ,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
  Sub-Branch
  ,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
  Sub-Branches
  ,, Fort Rouge.
  ,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK, 31, Pine Street.
CHICAGO, Cor: La Salle and Monroe Street.
SPOKANE, State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank. PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA & MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq. F. WILLIAMS TAYLOR, *Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855

Capital, paid up £719,178 - $3,500,000
Reserve Fund £791,095 - $3,850,000

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000 (£1,232,876)** Reserve Fund and Undivided Profits, **$4,602,157 (£945,650)**

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, C.V.O., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
  ,, Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
  ,, 1255 St. Catherine St. E.
  ,, 320 St. Catherine St. W.
  ,, 1330 St. Lawrence Boul.
  ,, 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
  ,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Acme (Tapscot, Botha (sub)(P.O.)
Calgary
Camrose
Carstairs
Castor
Daysland
Edmonton
  ,, Namayo Ave.
Killam
Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds
Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield
Trochu
Vegreville
Viking(Meighen)
Wainwright
Wetaskiwin
Wolf Creek (Edson)

Saskatchewan

Antler
Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow
Unity
Whitewood

British Columbia

Vancouver
Nanaimo
Sidney
New Westminster
Victoria

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 141 Branches of THE MERCHANTS' BANK OF CANADA.

Banking and Finance.

Latest Quebec and Lake St. John Developments. Another stage in the history of the Quebec and Lake St. John Railway Company was reached on Monday, when a meeting of the Prior Lien bondholders was held to consider what means should be adopted to safeguard their interests. It is, no doubt, in the recollection of readers that the general committee recently appointed to represent all classes of bondholders included two representatives of the Prior Lien bondholders. At Monday's meeting Mr. Hanson, who presided, said it had become desirable that the Prior Lien bondholders should be represented by a separate committee, and Monday's meeting was really held to ratify the appointment of the separate committee formed to look after Prior Lien bondholders' interests. Mr. Hanson thought it was generally admitted, even by gentlemen who held several classes of the securities, that it was impossible for one committee to adequately represent the interests of all bondholders. He deprecated antagonism, and urged conciliation and co-operation. The Prior Lien bondholders were a separate class, and had separate interests. They had unquestionably inalienable rights, and he appealed for the authority to adequately protect them. Whether the Canadian Northern Railway desired to renew the offer which they had withdrawn the chairman was not in a position to say. If it were, he saw no reason why the Prior Lien bondholders should not, under reasonable terms and proper conditions, enter into negotiations. There was the alternative, if necessary, of enforcing their rights by the terms of the trust deed, and there was the possibility of reconstruction. To the latter the First Mortgage bondholders and the Income bondholders look as the only solution of the problem, but of this course Mr. Hanson and his friends are not apparently enamoured, owing to the difficulty of reconciling conflicting interests. He, however, declared that, if it became a necessity, it was one they must face with a determination to protect their own interests, and he expressed the opinion that a scheme formulated by the First Mortgage and the Income bondholders adequately providing for the Prior Lien bondholders would be met in a reasonable and proper spirit.

* * *

Divergent Views. It at once became evident that a considerable body in the meeting were not in accord with the chairman's opinions. Dr. Moody was particularly optimistic. He expressed his belief that the Prior Lien bonds were gilt-edged, and that if they had been properly managed they would have been standing at over par. He also thought that the appointment of a separate committee would weaken their position and strengthen that of the Canadian Northern Railway Company. He advised them not to let the Canadian Northern think they were going to acquire the road at a scrap-heap price, and moved an amendment affirming that it was in the best interests of the Prior Lien bondholders that their bonds be deposited with the Bondholders' Protection Committee, having regard to that committee's assurances that the right of the Prior Lien bondholders would be fully respected, and that arrangements would be made for the payment of the coupon due on April 1 next on all bonds deposited to their order. The chairman of the Protection Committee, while sympathising very heartily with the views of the chairman counselled postponement to ascertain whether there was likely to be a real occasion for a separate committee, but the chairman, in reply, first in regard to the amendment, observed that once the bonds were lodged, they could not possibly be withdrawn, and, as to the latter suggestion, if there were a postponement there was no chance of adequate separate representation. Eventually the amendment was defeated by seventeen to twenty-one, and the original resolution adopted. We repeat once again that a solution of the problem before the various classes of bondholders can only be achieved by an abandonment of friction, and the substitution of a policy of conciliation between the different interests. Nothing but disaster can attend the maintenance of the unfortunate differences which have arisen beween those aspiring to extricate the ill-starred Quebec and Lake St. John Company from its present position.

* * *

Canada Company. The annual report of this one of the oldest of Canadian companies is of an eminently gratifying character. A significant feature of the past year's operations is the fact that, notwithstanding that the Ontario crops were not quite so favourable as could have been desired, they offer testimony to the improvement which took place in the year under review in the general business conditions of the country. It is also to be observed that the preparations for disposing of the company's Essex County lands are being actively carried forward. The results achieved during the past year include the disposal of no less than 5,370 acres. This is an increase of one thousand acres upon the total of the previous year, while the price obtained shows an advance to $13.99 per acre, a matter for congratulation. The company has now in its possession sixty thousand acres of vacant land. Last year's revenue and land realisation collections were rather more than they were in the preceding year, the aggregate amount representing £23,543, while the rents totalled £9,000.

* * *

Lumber Development. An issue of the week which has not been without its interest for Canadians was the offer of £400,000 of 6 per cent. gold mortgage bonds in the Whiting Manufacturing Company, an American concern possessing 93,000 acres of almost virgin territory in the Appalachian range. Those well acquainted with lumber developments in North America are quite well aware of the prodigal manner in which the United States have dissipated their forests, and there is no doubt that it is to Canada that the American consumer will have to turn eventually for his timber supplies and pulp wood. In regard to nearly all kinds of timber of commercial value the resources of the Dominion are practically inexhaustible. The range of mountains is one portion of the Dominion which has fortunately escaped the ruthless operations of pioneers, and the great region is wooded from base to top. It is by no means an easy task to compute with any degree of accuracy the enormous wealth of timber which stands here ready to be dealt with, but it may be safe to assume that not only the demands of the markets of America, but also of those much nearer home, will eventually have to be satisfied by the Dominion.

* * *

Privy Council Appeals. The Privy Council had quite a number of Canadian matters to adjudicate upon last week. One of the most important cases was that in which the Florence Mining Company, Limited, appealed against a decision of the Court of Appeal for Ontario disallowing their title to certain lands and minerals situated under the Cobalt Lake. The appellants were not able to convince the Judicial Committee of the Privy Council that the decision of the Ontario Court of Appeal was bad, and the appeal was dismissed. A case which has caused much discussion in Canada was that in which the Grand Trunk Pacific Railway Company petitioned for leave to appeal against the decision of the Supreme Court of Canada on an important question affecting the Canadian Government's guarantee of 75 per cent. upon the principal and interest involved in connection with the construction of the company's Western division. In view of its general interest, it may be well to recite the facts in connection with what Lord Macnaghten described as "a matter of considerable importance."

* * *

Railway Guarantees. Really the petition was not opposed, Mr. Mathew, who represented the respondents, the Canadian Government, stating that his instructions were not to do so provided the Privy Council thought that counsel for the railway company had shown an arguable point. The points involved related to a clause in the contract under which the Canadian Government guaranteed 75 per cent. of the cost of construction of the Western division of the Grand Trunk Pacific system, this principal amount not in any case to exceed $13,000 per mile of the mileage of one section of the Western division. Apparently, when the contract was drafted, both parties lost sight of the fact that the price of Canada Threes was a variable quantity, and that, as the price fluctuated, so would the price vary at which 3 per cent. bonds—the rate as arranged under clause 28—could be issued. When the contract was made Canada Threes were about par, but readers of *Canada* will not need to be reminded that they have since been below that figure, and as a corollary the Grand Trunk Pacific has not been able to obtain 75 per cent. of the cost of construction from its bond issues. To provide for this contingency a further contract was entered into, but difficulties arose in connection with its interpretation, and the dispute was referred to the Supreme Court of the Dominion. It is against the decision of that tribunal that the Grand Trunk Pacific has obtained leave to appeal. We cannot, of course, at present comment on the matter, but the issues involved are very important, and the Privy Council's decision when the case comes before them for argument will be awaited with keen interest both here and in Canada.

* * *

Molson's Bank. We understand that only three shareholders of Molson's Bank refused to renounce their right to the new issue of shares which it is proposed to dispose of to Messrs. Sperling and Co. upon terms already explained in *Canada*. One of these dissentients, we are told, was a lady who "did not see why she should give up to the Englishmen any of the privileges that usually go with the issuing of new stock." Molson's Bank shares will be a valuable addition to the Canadian securities dealt in here, and we expect to see the shares promptly taken up when they are introduced here in London.

Trade and Business.

CITY OF WINNIPEG AND BRITISH TENDERS.

With reference to the allotment of tenders to other than the lowest tenderers by the city of Toronto, a Winnipeg journal alludes to the transaction as follows

The Canadian Westinghouse Company's tender for equipment for the power terminal station was recommended by the Board of Control on the report of the power engineers. The price of the tender recommended is $116,500. There were six tenders as follows: Canadian General Electric Co., $138,250; Canadian Westinghouse Co., $116,500; Siemens Bros., England, $111,725; Ferranti, Ltd., England, $89,856; Kolben and Co., Austria, $72,100 (not including testing transformers): Brown-Boveri, Switzerland, $39,700 (for power transformers only).

The power engineers reported that they had eliminated all but the first three, owing to insufficiencies, light equipment, and disregard of specifications. The highest tender was also eliminated as it offered nothing superior to the other two. According to the engineers, there was not much difference between the Westinghouse and Siemens tenders. The overwhelming reasons for preferring the Westinghouse tender were: the advantage of having similar equipment to that ordered for the generating station, the ease with which operating men could familiarise themselves with the system as a whole, and the greater ease of securing parts and expert advice. The Siemens tender, on the other hand, was lower, but this would be somewhat offset by increased cost of inspection. After all, the engineers said in their report, the selection in favour of the Canadian tender was largely on the grounds of "sentiment, caution, and conservatism."

Consulting Engineers' Report.

The Consulting Board concurred with the power engineers that the tenders of the Canadian Westinghouse Co. and Siemens Bros., Ltd., of London, England., were the only ones to be considered. The difference, $4,775, did not represent the value difference, as there would be an extra cost of inspection and expense in the terminal station to fit in the Siemens Company's switching, thus bringing the two to practically equal terms. Because of operating advantages in having equipment in the terminal and generating stations from the same company, the Westinghouse tender was preferred.

An Incident at Toronto.

At Toronto, Mr. Rust, the city engineer, in a letter to Mr. Geary, the Mayor, according to the *Toronto Telegram*, positively declines to change his recommendation awarding the contract for cast iron pipe for the sewage disposal works to Messrs. D. J. Stewart and Company, a Scottish firm, notwithstanding that the tender of the Toronto Foundry Company was $270 less. Regarding the argument in regard to damage to the pipes in the long journey, Mr. Rust states (says the *Telegram*) that any lengths which are injured will be rejected. The other objections made to the contract going abroad, the city engineer states, are matters of public policy for the Council to determine.

The work in connection with the conversion of the works of the Dominion Textile Company from a calico printworks into a bleachery, is proceeding apace, says the *Textile Mercury*. Machinery is being erected, and much of the shafting is in place. The new portion of the plant is being supplied by Messrs. Mather and Platt, Salford, and Sir James Farmer and Son, Salford, and includes a number of the "Mather kiers." Mr. Chidgy is representing Messrs. Mather and Platt. Filtered water will be used, a plant having been installed by Messrs. Hungerford and Terry, of Philadelphia.

Messrs. Lobnitz and Co., Ltd., of Renfrew, have shipped an outfit of their patent rock-cutting plant to Canada, to the order of the Department of Marine at Ottawa for the removal of rock in the St. Lawrence Ship Channel between Montreal and the sea, capable of working to a depth of 45 feet below water level.

CANADIAN APPLE SHIPMENTS.

The Dominion Department of Agriculture continues its activities to promote the popularity of Canadian fruit in the British market. Not only are all exporters of improperly described fruit rigorously prosecuted and their names published, but experimental shipments are being made this season under varying conditions of temperature in cold storage and different methods of packing Mr. W. W. Moore, an officer of the department, has been spending some time at the ports of St. John and Halifax in superintending these experimental shipments.

EXPERIMENTS IN ZINC PRODUCTION IN CANADA.

The Hon. William Templeman, Minister of Mines, has given notice of a resolution in the Dominion House of Commons providing for an expenditure not exceeding $50,000, for investigating the processes used in the production of zinc, for the making of experiments, and for any other purpose that may be deemed advisable for promotion of the production and manufacture of zinc and zinc products from Canadian ores. At present many thousands of dollars are lost annually to Canada through unscientific and inadequate methods of treating zinc ores, especially in British Columbia. The Mines Department of the Government proposes to undertake experiments and gather information from abroad, with a view to improving the present processes and preventing the great waste now prevailing in the treatment of ores.

HENRY'S CALCINED MAGNESIA.

One of the safest and most agreeable aperients is the Calcined Magnesia, which, for over a century, has been prepared by Messrs. Thomas and William Henry, the well-known manufacturing chemists of East Street, St. Peter's, Manchester. Messrs. Henry's preparation, which bears the trade mark "Henry's Calcined Magnesia," is exported in large quantities all over the world. It is sold in England at 2s. 9d. per bottle by nearly all chemists and stores, and is gaining friends in Canada.

An industry for the manufacture of chains will be established at Bare Point, Port Arthur, this spring by local capitalists. The promoters are Messrs. Walter Hawkins and Albert Williams, who will employ several hands from Birmingham expert as chain makers.

The Marshall Field Company, of Chicago, has, it is reported, purchased a large block of property in Toronto, on Yonge, Church, Carlton, Alexander, and Wood Streets, on which a large departmental store is likely to be built.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

J. H. Palmer (wholesale millinery, etc. (Debenham's (Canada), Ltd., Montreal)—St. Paul's Churchyard.

Colin Cockburn (wholesale millinery, etc.) (Cockburn and Rean, Ltd., Toronto)—Headquarters: 35, Milk Street, E.C.

J. D. Ivey, P. D. Ivey (wholesale millinery, etc.) (The John D. Ivey Co., Ltd., Toronto and Montreal) —Headquarters: 17, Aldersgate Street, E.C.

Charles Boothe (hosiery and gloves, etc.), A. E. Boothe (making-up factory) Norman Bolton (laces and handkerchiefs, etc.), A. McPherson (staples), C. N. Mills (smallwares, etc.) (The T. Eaton Co., Ltd., Toronto)—Headquarters at London Office: 7, Warwick Lane, E.C.

H. Hunter (staples) O. B. Earle (children's coats and making-up, etc.), F. McMurtry (hosiery and gloves, etc.) (The T. Eaton Co., Ltd., Winnipeg)—Headquarters at London Office: 7, Warwick Lane, E.C.

MANCHESTER.

C. G. Mussell (hosiery and gloves) (The Gault Bros Co., Ltd., Montreal)- Own Office: 75, Whitworth Street

V. de V. Dowker (cloths for making-up blouses and shirts, etc.) (The Crescent Mfg. Co., Ltd., Montreal) 75, Whitworth Street.

A. McMahen (McMahen, Granger, and Co., London, Ont.) Midland Hotel

J. Anderson (John Anderson, St. Johns, N.F.L.)—Grand Hotel.

Canadian Government
TRADE COMMISSIONER
SERVICE
IN THE
UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China—
J. B. JACKSON, 15, Kiukiang Road, Shanghai, China.

Cuba—
E. KIRKPATRICK, Plaza Hotel, Havana.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Holland—
W. T. R. PRESTON, 74 Damrak, or P.O. Box 19, Amsterdam.

Japan—
G. A. HARRIS, 14 Bund Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6. Mexico, D.F., Mexico.

Newfoundland—
J. E. RAY, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.
H. R. POUSSETTE, Durban, Natal.

West Indies—
E. H. S. FLOOD, Bridgetown, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.
R. H. CURRY, Nassau, Bahamas.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

Railways, Shipping, and Commerce.

CANADA REVISITED.

Interview with Mr. Salter, European Traffic Manager of the G.T.R.

"I have travelled over 21,000 miles since I left London last October, and have visited all the principal cities and towns served by our lines, and made the entire tour of the Pacific coast along which our new steamships, the *Prince Rupert* and *Prince George*, are to run." These remarks were made to a representative of *Canada* by Mr. Fred G. Salter, the European traffic manager of the Grand Trunk and Grand Trunk Pacific railway system, who arrived from Montreal via New York, Naples, and Paris last week. Mr. Salter visited Italy in connection with the increasing activity of emigration from that country and from adjoining territories through Italian ports. King Victor Emmanuel and his Government are now taking a keen interest in the development of this emigration, and may probably lend active support to the establishment of a direct passenger service between Italian and Canadian ports.

Asked as to the success of the Italian as a settler, Mr. Salter said: "During my tour I heard the Italians generally well spoken of, particularly as labourers in the G.T.P. construction work; moreover, many of them, especially those from Northern Italy, are good agriculturists, a growing proportion of whom settle in Canada. It is the men from Southern Italy who go out to save money" with a view to returning to their native land. Generally speaking, Mr. Salter reports growing business through the G.T.R. agencies on the continent.

The Climate of Prince Rupert.

"I am wearing. to-day," said Mr. Salter, "the same suit of clothes that I had on while in our new port of Prince Rupert last January, and that fact should convey all that is necessary about climate, if I add that there was not a drop of rain during my stay. This Pacific port is going to be a wonderful place, not only for business, but as a tourist centre. The picturesque islands passed by us en route South are numbered in thousands, and the Skeena river itself and the hinterland of Prince Rupert call to the sportsman as well as to the settler and miner; the mineral wealth awaiting the completion of our line in 1912—or early in 1913—to be profitably exploited is enormous, according to expert examinations made on behalf of the Government, as well as of private speculators." Mr. Salter, en route to San Francisco, stayed in Seattle, which will be the United States terminus of the G.T.P. coasting service. Seattle is about 750 miles south of Prince Rupert, and the trade passing through to and from the Canadian ports north is assuming great proportions for passengers as well as freight.

Speaking generally of the conditions in Canada as compared with his previous visit, Mr. Salter said:—"I have known Canada since 1881, but even to me the development had to be seen to be believed. Much of the growth going on now is due to the energy of the Publicity Commissioners and Board of Trade officials to be found in every town, however small. They all believe their own particular place is going to be a big city some day, and the rivalry in circulating readable illustrated literature regarding the special local advantages claimed must help all of them indirectly. It is inspiring to come in contact with such wholesale optimism and to actually see so much to justify it."

The Influx of Americans.

One of the principal securities for progress Mr. Salter sees in the influx of the well-to-do American. "I came in contact with scores and scores of them," said he, "in Saskatchewan and in Alberta principally, and I want to tell you it is all nonsense about their not becoming good Canadians as well as good settlers. Why, ninety per cent. of them have taken out their naturalisation papers in the past, and it will be the same with the hundreds of thousands who will now be pouring in. Why should they not?" went on Mr. Salter. "They no longer look upon Canada as 'shrouded in colonialism'—a little Downing Street governed British 'colony'—as they did when I left Canada for New York in the 'eighties, at a time when the future Dominion was in a state of slumber, unable to find work for the more enterprising of its own younger generation. Now Americans look upon Canada as 'a nation within a nation' its people as proud to be called Canadians as those of the United States are Americans similar in international aims as well as in internal development; almost identical in school systems, and where there are differences in government the advantages on the side of Canada."

Mr. Salter terminated the interview by alluding to the growth of the work at his headquarters in the West End offices of the Grand Trunk system at Cockspur Street, Charing Cross; inquiries regarding prospects in Canada are pouring in by personal application as well as in direct correspondence and through the network of agencies. The Canadian Express Company is also greatly increasing its business, both in handling small freight and parcels and in making remittances.

* * *

THE ATLANTIC, QUEBEC, AND WESTERN RAILWAY CO.

A Deep Water Wharf at Gaspé.

In the Dominion House of Commons the Hon. W. Pugsley, Minister of Public Works, stated recently that the Government will build a pier 1,000 feet long, running out to 45 or 30 feet depth of water, and with a width of 95 feet at Gaspé. The cost will be about $300,000. Mr. Pugsley said: "Gaspé is rapidly assuming a position of very considerable importance. It has been for years an important place, but it will become many times as important, I anticipate, by reason of the construction of the Atlantic and Western Railway. That railway is being constructed at very large expense. A company consisting of English capitalists are investing somewhere in the vicinity of $3,000,000 in the building of a railway. The railway will be completed during the coming year, and it is proposed to construct a wharf, which, of course, is necessary for the accommodation of the steamers which are expected to come to Gaspé to make connection with this railway. I believe that Gaspé is open about ten months in the year. Fish, lumber, farm produce, and probably pulp and paper, will be largely exported from the future port. I do not believe there is any section of Eastern Canada developing more rapidly than Northern New Brunswick and that part of the Province of Quebec facing on the Bay of Chaleurs."

Mr. Pugsley added that the harbour was one of the best on the Atlantic coast, and said: "I am told that there will be a regular line of steamers visiting Gaspé."

In reply to questions, the Hon. R. Lemieux, Postmaster-General, said: "This is not a small railway. At first the railway company applied for a charter to build from Cascapedia to Gaspé Basin, but since then they have acquired the old Baie des Chaleurs Railway from Metapedia to Cascapedia, and now they have power to build from Metapedia to Rivière du Loup to connect with the Intercolonial, and also to build from Campbellton to the St. John River, to connect with the Transcontinental Railway. The route by Gaspé Basin is the shortest between Canada and Liverpool."

* * *

WIRELESS TELEGRAPH STATIONS ON THE PACIFIC COAST.

A despatch from Vancouver states that the new wireless station at Triangle Island is in operation. In a very short time there will be a complete chain of stations operating.

The steamer *Quadra* has returned from Prince Rupert and Triangle Island. She brought word that at Prince Rupert the new station is well under way.

This is the last of the stations to be built under the present arrangement. When it is completed there should be no part of the British Columbia coast that cannot be reached by wireless, unless it is on the west coast of the Queen Charlottes at points far removed from the Ikeda Head station.

STEAMSHIP SAILINGS.

Allan Line.—From Liverpool to Halifax and St. John:—
March 24. S.S. *Corsican.*
April 1. R.M.S. *Virginian.*
April 7.—S.S. *Tunisian.*
April 15. R.M.S. *Victorian.*
From London to Halifax and St. John:—
March 30. S.S. *Pomeranian.*
From Glasgow to Halifax:—
March 26.—S.S. *Pretorian.*
April 2.—S.S. *Hesperian.*
April 9. S.S. *Numidian.*
C.P.R. Line.—From Liverpool to Halifax and St. John:—
March 25.—R.M.S. *Empress of Britain.*
March 30.—S.S. *Lake Manitoba.*
April 8.—R.M.S. *Empress of Ireland.*
White Star Dominion Line.—From Liverpool to Halifax and Portland:—
April 7—S.S. *Canada.*
April 14—S.S. *Southwark.*

* * *

OUTGOING AND INCOMING CANADIAN MAILS.

In addition to the direct Canadian mail from Liverpool via Halifax, despatched from London early on Friday morning, mails for Canada will be despatched from London during the ensuing week as follows:—Saturday, March 26, noon, per Cunard R.M.S. *Campania,* via Queenstown; Wednesday, March 30, afternoon, per R.M.S. *St. Louis,* via Queenstown; and Saturday, April 2, noon, per R.M.S. *Mauretania,* via Queenstown.

The mails due from Canada during the week are:—To-day (Saturday), per R.M.S. *Virginian,* from Halifax, and per R.M.S. *St. Louis,* via New York; Monday, March 28, per *Kronprinzessin Cecile,* via New York; Tuesday, March 29, per R.M.S. *Mauretania,* via New York; Saturday, April 2, per R.M.S. *Empress of Ireland.*

* * *

MORE STEAMSHIPS FOR THE PACIFIC COAST.

The *Vancouver Province* says:—The news that the steamer *Onyx* has left Glasgow for Vancouver brings home the fact that this vessel is the fourth steamer of the fleet destined for Vancouver, and by the middle of the summer there will be quite a number of new vessels engaged in the British Columbia coasting trade.

The first of the new squadron to arrive was the *Petriana,* which reached here in 80 days from Gourock. The Northern Steamship Company, owners of the vessel, have a second vessel on passage for this port. This is the *Cetriana,* formerly the *Norway,* and she left Glasgow on January 30 for Vancouver. The *Cetriana* has passenger accommodation, and will alternate with the *Petriana* on the northern run.

The British Columbia Packers' Association despatched the trawler *Roman* from Hull to Vancouver, and she will engage in halibut fishing upon arrival here.

The Boscowitz Steamship Company launched the steamer *Venture* at Old Kilpatrick, Scotland, on February 15, and this vessel will sail for Vancouver in March. Captain Davidson, who brought the *Petriana* out, will navigate the *Venture* to Vancouver.

The Union Steamship Company has a handsome vessel building at Dublin, which will also be out here by the summer. She was designed by Mr. A. J. C. Robertson, of North Vancouver.

Then there are the two new steamers to be built for the C.P.R. One is for the Vancouver-Victoria run, and will be built by the Fairfield Yards at Glasgow, and the other, for the Victoria-Nanaimo-Comox route, will be constructed by the Bow, McLachlan yards at Paisley.

The Grand Trunk Pacific new passenger steamships, *Prince Rupert* and *Prince George,* were described in *Canada* last week.

The surveyors running the Calgary line of the Grand Trunk Pacific are now as far south as Olds. Construction work is expected to commence next month.

NEW CANADIAN BANK BRANCHES.

Thirty-one branches of Canadian chartered banks were opened during February and none closed. During January 23 branches were opened and none closed. The following are the new branches:

	Bank
Brooks, Alta.	Union
Bridgenorth, Ont.	United Empire
Carlstadt, Alta.	Union
Erskine, Alta.	Traders
Forward, Sask.	B.N.A
Grand View, Man.	Home
Granum, Alta.	Hamilton
Hampton, N.B.	New Brunswick
Haileybury, Ont.	Traders
Irma, Alta.	Union
Kindersley, Sask.	Commerce
Kipling, Sask.	Union
Kinistino, Sask.	Ottawa
Matheson, Ont.	Traders
Midale, Sask.	Standard
New Glasgow, N.S.	New Brunswick
Newdale, Man.	Union
New Norway, Alta.	Merchants
Porcupine, Ont.	Traders
Quebec, Que., St. Sauveur	Quebec
Roxton Pond, Que.	Eastern Tps.
Saltcoats, Sask.	B.N.A.
Shellmouth, Man.	Union
Southey, Sask.	Union
Togo, Sask.	Union
Toronto, Ont. (Queen and Church Street Branches)	Nova Scotia
Vancouver, B.C. (Mount Pleasant Branch)	Commerce
Vancouver, B.C. (Mount Pleasant Branch)	Union
Victoria, B.C.	Union
Wroxeter, Ont.	Traders

There are now 2.272 branch banks in Canada, distributed as follows:

In Canada		2,222
Ontario	972	
Quebec	349	
Nova Scotia	107	
New Brunswick	69	
Prince Edward Island	16	
Manitoba	181	
Alberta	167	
Saskatchewan	224	
British Columbia	134	
Yukon	3	
In Newfoundland		6
Elsewhere		44
Total		2.272

* * *

FEBRUARY MUNICIPAL BOND SALES.

The municipal bond sales in Canada during February, as compiled by the *Monetary Times*, were $1,272,977, as compared with $4,074,125 for the corresponding period of last year, a decrease of $2,801,148. The figures show an increase of $791,139 over the previous month.

The following is a summary:

British Columbia	$489,000
Quebec	314.000
Saskatchewan	233,900
Ontario	190,577
Alberta	31,500
Manitoba	14.000
	$1.272.977

"The Universal Investment Tables for 1910," compiled by the Universal Stock Exchange, Ltd., and published by Hayman, Christy, and Lilly, Ltd., 113-117, Farringdon Road, E.C., at 2s. 6d. net, give much useful information for investors in handy form regarding all classes of stocks; while "The Value of Stocks" and various aspects of investment are discussed in the introduction.

Canada Co.—The annual report states that the acreage of land disposed of in 1909, was 5.570 acres, about 1.000 acres in excess of the previous year. The prices obtained averaged $13.99 an acre, a gain of 13½ per cent. on the 1894 valuation. Conversions of leased land in the course of the year to the tenants' freehold totalled 3,996 acres; leases over 3,164 acres were cancelled, the land reverting to the company. The balance of land remaining under lease at the close of the year is 49,091 acres—a net reduction in leased acreage of 2,227 acres. Leases without option of purchase were issued in 1909 over 8.895 acres. The acreage of such land added to that under leases with right of purchase, gives 101,429 acres in occupation at the aggregate rental of £9,111 8s. The area of vacant land belonging to the company is now reduced to 60.000 acres. The collections credited to revenue and land realisation accounts, aggregating £23.543, slightly exceed those of the previous year. Rents received amounted to $9.000.

Maritime Fish Corporation, Ltd.—An amalgamation of fishing concerns has been formed under the above title. The capital is $1,000.000, and the object is to secure a more steady supply of Atlantic sea fish, and to open out new markets in Canada and elsewhere, and with the view of developing the Atlantic fisheries.

Safety vacuum bronzing machines are, it is decided, dutiable under item No. 453 of the Canadian Customs' Tariff, at the rate of 27½ per cent. *ad valorem*, British goods being subject to the special preferential rate of 15 per cent.

CANADIAN EMIGRATION.
BOOK YOUR PASSAGES AT ONCE, if going out this Spring, with
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7, New Bond Street, BATH;
89, Queen Street, EXETER;
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No expense for booking. [illegible] Write for particulars. *N.B.—Mention this paper*

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GLACE KID
WATERPROOF
POLISH
A

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LEEDS (England).
Manufacturers, Exporters, and Importers of all kinds of
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LAND COMPANIES, SYNDICATES, &c.
Chance for Large Profits.
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FRUIT LAND.
5,000 acres, some improvements, ripe for subdivision into 10-acre Farms; *en bloc*, **£16** per acre. Photographs at office, 43, Pall Mall.
WHEAT LAND
160 to 5,000 acres, good settlement,
MANITOBA, near Railway; ready for plough; **32s.** per acre.
GODDARD & SON, Notaries, Vancouver, B.C.
NICHOLAS, Land Agents, 43, Pall Mall.

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FOR SALE.—A Combined Poultry and Fruit Ranch of 24 Acres, with a pure water spring, and on the banks of a river. Close to a C.P.R. Station, and a rapidly developing settlement. Poultry and stable buildings, with living-room, bedroom, office and kitchen, all of a substantial nature. —For further particulars address—Box No. 3A. "CANADA" Office, Kingsway House, Kingsway, London, W.C.

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$100,000 worth of eggs used annually. Want farmers to take up each **160 ACRES FREE GRANT LANDS,** to raise and grow for us annually one million dollars' worth of farm produce. For new pamphlet, how to get here, and further information, write to R. A. BURRIS, Canadian Government Immigration Agent, Port Arthur, Ontario, Canada. Port Arthur, being the gateway to the great West having a population of upwards of two million people and room for fifty millions more, rapidly filling up, is the centre for manufacture and wholesale establishments.

CANADA

No. 221. SATURDAY, APRIL 2, 1910. Vol. XVII. 6D. WEEKLY.

CANADA'S EARLY SPRING: PLOUGHING AND SEEDING IN THE WEST.

BREAKING NEW LAND.

A STEAM GANG-PLOUGH WITH TEN SHARES AT WORK; ON THE RIGHT "SEEDING" IS BEING DONE.

In spite of the early date, seeding, owing to the exceptionally mild winter and spring, is general throughout the West. Mr. William Mackenzie, in an interview with a representative of *Canada* last week, said :—"I have just received a cablegram which states that the weather conditions have been so favourable that seeding operations are now general in the Provinces of Manitoba Saskatchewan, and Alberta, and you know what an advantage it is to have such a condition of affairs at this early period of our spring."

CANADA
AN ILLUSTRATED WEEKLY JOURNAL
FOR ALL INTERESTED IN THE DOMINION
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MANITOBA
UNGAVA
LABRADOR
QUEBEC
ONTARIO
OTTAWA
NEW BRUNSWICK
NOVA SCOTIA
UNITED STATES
MONTREAL

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The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

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ANOTHER CANADIAN VICTORY.

CANADA has followed up her tariff victory over Germany by another, equally striking, over the United States. The Washington Government called upon the Dominion to place the States on the same preferential footing as France, threatening that otherwise they would apply to Canada the maximum, instead of the minimum, scale of duties under the Payne Tariff Law. The American demands were firmly resisted at Ottawa, and as a final outcome, the Americans have had to place Canada upon the lowest scale, notwithstanding the fact that the conditions upon which they insisted remain unfulfilled. From a Canadian point of view, the result of the conferences at the White House between President Taft, the Hon. W. S. Fielding, the Hon. G. P. Graham, and leading Canadian officials, has been to bring about a settlement which is entirely satisfactory. The face of the American Government has been saved by the granting of the intermediate rate on thirteen American products imported into the Dominion, including cottonseed oil, manufactured silks, certain wines, and certain fruits, placing them on substantially the same basis as that given to France. President Taft, the New York *Journal of Commerce* points out, has succeeded in obtaining no real addition to the concessions which the Ottawa Government first offered: "there has merely been a minor alteration in the terms." The Americans, too, have been deprived of any excuse they might otherwise have had for satisfaction by these concessions being made general and not specially applicable to them. Not only has Canada received, in return for this comparatively trifling modification, admission to the full benefits of the American minimum scale, but a mutual agreement is understood to have been arrived at settling disputed points relating to the use of the border canals and waterways.

The issue of the struggle is at once a rebuff to American pride and self-complacency, and a justification of Canadian policy in every respect. The American Ministers have had brought home to them the truth of the words uttered by one of the Canadian statesmen in the course of the negotiations:—"Your maximum tariff is a mere figment of the imagination which you would not apply to any country in the world, because it is an unworkable tariff." The delicate piece of machinery of which they were so proud has broken down completely when about to be put into operation. Mr. George L. Cains, President of the Montreal Board of Trade, indeed, regarded the threat as "merely the beginning of a new aggressive policy" on the part of the United States—a step that has certainly been effectively checkmated. "They never," he went so far as to say, in discussing the matter, "want to do business with any nation unless they get the best end of the transaction. As a nation they are most avaricious in trade matters. I do not want to use any harsh terms, but really I cannot find any other that just describes my meaning."

Canada, on the other hand, could not be suspected by even the most prejudiced observer of any selfishness of this character. The *Montreal Herald* put the point well the other day when it said the main thing about the tariff controversy "is that we in Canada are working out our problem of economic development in our own way, without giving any real offence anywhere, and that the United States have no valid excuse for stepping in to make it more difficult for us to do so." The event has demonstrated how admirably Canada has chosen the instrument for the working out of her economic development. Not only so, but her use of it has been marked by a statesmanship that has deservedly evoked tributes from representative organs of public opinion in the Mother Country. "We congratulate Canada most heartily on her victory," says the *Daily Mail*. "This signal success confirms our confidence in her strength and in the prudence that directs her policy. Throughout this grave crisis the people of the Dominion have preserved an attitude at once manly and dignified. Their courage and firmness have made easy a task that seemed beyond their powers, and that would, indeed, have been impossible had they been in the position of Great Britain, without a tariff to use as a weapon of defence." "The record of Canadian statesmanship during these critical weeks of rumour and suspense has," says the *Times*, "been worthy of the great tradition left it by an earlier time, when the Dominion first asserted its position as a self reliant and self-ordering commercial entity to the north of the forty-ninth parallel. There can be, we believe, no higher praise, and as such the whole Empire should tender it, for while Australia has taken the pre-eminence in questions of defence, Canada has led the Empire on the tariff question ever since Sir Wilfrid Laurier's accession to power. She has never used her leadership more worthily than now."

The *Outlook* emphasises another side of the situation, upon which we have more than once laid stress of late. "The entire British Empire owes a debt of gratitude to the Dominion of Canada for standing up so spiritedly to the Republic on its borders during the present tariff controversy. . . . Canada has once more held the bridge for the principle of Imperial preference. It was she who inaugurated that great idea, and she has been true to it for fifteen years, despite the indifference and aloofness of the Mother Country. How long she can or will continue to resist the attempts of powerful foreign suitors to detach her from this splendid Imperial allegiance is quite uncertain. The principle of preference cannot be ensured until Great Britain throws the whole weight of her influence and economic powers into its support." That is not the least of the lessons taught by the way in which the Dominion has successfully weathered this latest fiscal storm.

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NOTES OF THE WEEK.

Labour Leaders and Emigration.

Within the last ten days over five thousand natives of the United Kingdom have left for Canada, and interviews with Dominion and Provincial Government emigration officials and with representatives of the principal steamship companies confirm the opinion that the movement of large sections of the best types of our population towards the Dominion will go on increasing. In the face of such a significant fact, it is remarkable that at the convention of neither the Socialist Federation nor the Labour Party have the questions of emigration and colonisation been discussed. Instead of urging upon the Home Government to enter into negotiations with the Ministers of the Overseas Dominions with a view to promoting great schemes of colonisation, which would stimulate the demand for skilled tradesmen and provide work for thousands of idle able-bodied navvies and "handy" men. the Labour leaders do their utmost to throw cold water upon the policy of emigration as a remedy. The verdict of the thousands who are doing well in Canada and Australasia is rejected in favour of that of the four or five per cent. of returned loafers and wasters, many of whom were allowed to air their excuses for failure in certain newspapers during the late election campaign. Surely the fact that there are over 5,000 miles of railway now under construction in Canada alone, hundreds of bridges being built, electric plants, iron and coal mines, and dozens of new industries springing up all through the areas which these railways will serve, should be enough to convince them that as the years go by there will be more and better opportunities for the able and the industrious of all types of labour in the new country than the old.

* * *

Canada for the Canadians.

The Hon. G. P. Graham, the Dominion Minister of Railways and Canals, is a believer in the dictum "Canada for the Canadians." No country, to his mind, presents such opportunities to her sons as does the Dominion. In his address to the Ontario Club at Toronto, the main part of which is given on another page, he had a word of advice to offer to the young men. Finally convinced that Canada affords one of the widest fields and some of the greatest opportunities for such as they, he said to them: "Do not be deluded by the apparent greenness of pastures. If you can succeed anywhere, you can do it right here in our own country; but if you cannot succeed in Canada you had better prepare as speedily as possible to live on your friends right at home, for that you can do as cheaply as may be done anywhere else." It is at once a neat hit at the stories of costly living that are being circulated, and an accurate presentation of the facts of the case. Mr. Graham's recital of the achievements of his own Department is in itself eloquent testimony to the way in which every year fresh fields are being opened up to enterprise and ambition. Canada is credited, along with Australia, with having the greatest railway mileage in proportion to population of any country in the world, and with the exception of Russia the smallest mileage in proportion to area. The largeness of the leeway to be made up gives some indication of the enormous amount of development of which the Dominion is still capable.

* * *

The Welsh in Canada.

The Dominion Government have recently been making special efforts to attract the attention of the people of Wales to the opportunities offered them in Canada. Emigration handbooks have been issued in the Welsh language, and lecturing tours have been arranged throughout the rural districts of the Principality, addresses being delivered in Welsh or English, according to the language spoken in the district. As an index of the activity now displayed in this direction, it may be mentioned that Mr. William Griffith, one of the Government emigration delegates, delivered no fewer than twenty of these village lectures last month. The comment (in dialect) of a local paper on Mr. Griffith's address at Llanbister, in Radnorshire, is probably characteristic in more ways than one. We quote it as it stands, without apology:—"The lekter on Canada was summat splended, and we shouldna wunder if a big gang started off from this nayberhood afore lung. By giar, Mister Griffiths did make the yung leddies' teeth water when he tauld 'em as there be such splended chances for huckin' a husband out there. They do say as there be no need for yung peeple to tred on each other's corns in th' auld cuntree, when there be plenty o' land to be get for the axin. A strivin and hard workin man con soon be the awner of a farm o' 160 acres!" It is gratifying to learn that these efforts are already bearing good fruit. The largest party of emigrants that has ever left Wales is to sail on the 21st of this month. The members belong to a particularly valuable class of settlers, all having practical agricultural experience, and a number possessing capital of from £150 to £700. All are going out West—some to buy land, some to join the Welsh settlement, and others to proceed to Nanton, in Alberta, where also a large number of their compatriots are already doing well. Altogether, it looks as if the reputation of gallant little Wales were to be splendidly maintained in the Land of Opportunity.

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Drapers' Assistants and Farming.

Those who imagine that the only persons who succeed in the "Colonies" are agricultural labourers and domestic servants would do well to read some of the hundreds of letters which reach Government officials and emigration societies in Great Britain from those who went out with no experience in such occupations. Last week the *Drapers' Record* published one such letter, which we allude to particularly because it comes from a draper's assistant and relates experiences which should put new heart into many a man of that class who has begun to ask himself what are the prospects for himself and his children—particularly his children—in Britain. General Booth and his able officers can give ample proofs of the large percentage of success achieved by inexperienced men sent out by the Salvation Army and helped to their feet upon arrival. As to the character and efficiency of the work done by the bulk of the men sent out by the Army, the Premiers of Ontario and British Columbia have recently borne striking testimony.

* * *

Baffled Again!

Mr. Joseph Martin is finding it a much harder task to make his personality felt in the Imperial Parliament than in either of the three Canadian Legislatures of which he has been a member. His revolt against Mr. Asquith's leadership over the House of Lords question seems to have been nothing more than a flash in the pan. Last week he found himself baffled a second time in an attempt to discredit Earl Grey. He accused the Governor-General of "taking an active and decided part in Canadian politics," citing in particular his reference to the Navy in his reply to an address at Regina on October 6. "There has," declared Mr. Martin, "been a long line of Governors-General since Canada has had responsible government, but this is the first instance of a Governor-General expressing an opinion on a debated question." But Mr. Martin had reckoned without the Speaker. The occasion was the second reading of the Consolidated Fund Bill, and Mr. Lowther, interrupting, pointed out that no money was taken in the Bill for the salary of the Governor-General, and, by the forms of the House, the hon. member was not entitled to use the Colonial Secretary as a shield to attack the Governor-General. Mr. Martin persisted that Earl Grey's conduct was part of the jurisdiction of the Colonial Secretary, and there were precedents for Government action; there was a Canadian precedent for the recall of a Governor-General. It was left to Colonel Seely to administer the *coup de grace*. Though the hon. member represented St. Pancras, said the Under-Secretary for the Colonies, he did not represent the people of Canada. Knowing the feeling in Canada, and the popularity of the Governor-General, he could confidently say that Earl Grey had said nothing to forfeit in any degree whatever the confidence of the Canadian people. The reply, like the Speaker's reproof, was greeted with a chorus of cheers.

A Double Record in Newfoundland. The Newfoundland Legislature the smallest Parliament in the Empire, as was pointed out in *Canada* a few weeks ago has just created a double record. The session opened on Wednesday, January 26, and it closed on Tuesday, March 22, having thus lasted only eight weeks. Not only, however, is this the shortest session on record, but the volume of business done is the largest ever accomplished in a session, no fewer than forty Bills having been passed. That these are by any means of an unimportant character was amply demonstrated by the special articles on "A Progressive Policy for Newfoundland," which recently appeared in our columns. The construction of five branch railways was the leading item of Sir Edward Morris's programme, and various industrial reforms of the utmost importance to the island Colony were also included. Nor is the Ministry to be content to rest on its oars after the prorogation; for Sir Ralph Williams, the Governor, announced in his closing speech that a revision of the tariff would be undertaken during the recess. The Colony is in every respect entitled to the congratulations to which his Excellency gave utterance. Its prosperity is not reflected alone in the favourable Budget statement of the Hon. M. P. Cashin to which we gave prominence last week, but also in many important new industrial enterprises, which guarantee increased prosperity in the future.

OBITUARY.

Dr. George Murray, one of the best known men in the literary and journalistic circles of the Dominion, died recently in Montreal, where he had resided since 1859. Dr. Murray was a son of the late Mr. James Murray, at one time foreign editor of the *Times*. He was educated at King's College, afterwards gaining distinction at Oxford, where he formed a life-long friendship with his fellow-student, the late Dean Farrar. Sir Edwin Arnold was another intimate friend of Dr. Murray, to whom he dedicated "Verses and Versions," one of his many literary productions. During the last quarter of a century Dr. Murray was best known as the author of the "Notes and Queries" column of the *Montreal Daily Star*, and more recently in connection with the *Montreal Standard*, a weekly publication of growing importance. Canadian journals just to hand devote much space to appreciative biographical sketches of the deceased gentleman, and the large attendance of representative men at his funeral was a fitting tribute to a man held in affectionate regard for personal worth, as well as for exceptional literary attainments.

An appeal is made by Lord Ridley in the annual report of the Tariff Reform League for immediate help for the Special Campaign Fund. Subscriptions will be received by the treasurer (Sir Alexander Henderson) or Lord Ridley, at 7, Victoria Street, London, S.W. Evidence is given in the report of the immense work accomplished by the organisation. Between January 1, 1909, and January 31, 1910, fifty-one million leaflets, two million pamphlets, and 234.861 posters were distributed; while in London alone no fewer than 7,763 meetings were held.

NEWS BY CABLE.

Tariff War Averted.

An arrangement has been arrived at between the Hon. W. S. Fielding and President Taft, averting the threatened tariff war between the United States and Canada. Instead of commercial war (says the *Times* Toronto correspondent) a liberal and comprehensive adjustment of fiscal and general relations with the United States is in sight. The age-long Atlantic fisheries dispute has been referred for settlement to The Hague Tribunal. The Waterways Treaty will be accepted by Canada. The Ottawa Government, by an Order in Council, will extend the intermediate Canadian tariff rates to thirteen items of American exports which compete with French products coming in at reduced rates, and in return the Dominion will come under the *minimum* American duties. Beyond this there will be an agreement for concurrent legislation at Ottawa and Washington for a mutual reduction of the duties on articles of natural exchange between the two countries.

The Naval Question.

The *Montreal Daily Star*, which claims to be in touch with over a million people in Canada, prints a mass of letters from its readers, indicating that 13 per cent. are in favour of the Canadian Government's naval plan. About the same percentage are in favour of the Opposition plan for a gift of a Dreadnought and a referendum on the subject, while 66 per cent. were in favour of Canada paying interest on an adequate outlay for ships built in Great Britain, controlled by the Admiralty, named after Canadian provinces and cities, and manned as far as practicable by Canadian Volunteers and seamen.

Niagara's "Scenic Values."

The Boundary Waters Treaty with the United States, which will be approved by Canada, limits the water which may be diverted from Niagara in order to preserve its scenic values, and also establishes an International Commission on the boundary water question.

The Behring Sea Seals.

The United States Senate has passed a Bill authorising the Secretary of Commerce and Labour to declare a closed season in the fur seal fishery in the Pribyloff Islands, in the Behring Sea, upon the expiration of the present lease in April. The seal herd has diminished in numbers from 4.500,000 in 1867 to fewer than 100.000 at the present time, and it was stated that unless the herd was protected it would be entirely exterminated in two or three years.

Following upon the recent appeal by the Archbishop of Canterbury and the Archbishop of York, an organisation, to be known as "The Archbishops' Western Canada Fund," with offices at 15, Tufton Street, Westminster, London, is in course of formation, with the object of providing Church ministrations, especially in the two Provinces of Saskatchewan and Alberta.

A telegram from St. John's states that the sealing vessels are beginning to arrive, and report a record season. Eight sealers have either arrived or been reported, and on these vessels the catch has amounted to 200.000 seals. They are said to be the largest and finest animals captured in many years.

ANOTHER CANADIAN ANTHEM.

Owing to the universal dissatisfaction—on the grounds of its lack of patriotism and Imperial tendency—expressed regarding the anthem which won the prize offered by *Collier's Weekly* (Canadian edition) for the best song which would fit M. Calixa Lavallee's music, "O, Canada," many attempts have been made to supply other words which could be sung to Levallee's composition. We gave one of these poems, by Fane Sewell, in September last, and now publish another, this time written by the Rev. R. Stewart Patterson, of London, Ont.:—

Queen of the West throned 'neath the northern star
From Cape Breton e'en to Vancouver far—
Thy borders stretch from sea to sea
  O'er leagues of virgin soil
Where prairies wide and forests free
  Await the sons of toil.
God of our fathers, hear our prayer,
Take our loved home beneath thy care,
May our dear Motherlands all blessing share.

O, Canada! Land of our eastborn sires,
Sons of fair France, sons, too, of British sires—
Thy standards wreathed with fleur de lys,
  With maple leaves and rose;
Wave now by river, lake and sea,
  To Rocky Mountain's snows,
God of our fathers, hear our prayer,
Take our loved home beneath thy care,
May our dear Motherlands all blessing share.

Canadians! Glance at your glorious past,
In prosperous d[illegible] to your lots now cast;
Fear not the future trust your God, who gives with open hand,
And spreads his bounteous gifts abroad throughout a grateful land.
God of our fathers, hear our prayer,
Take our loved home beneath thy care,
May our dear Motherlands all blessing share.

Mr. JOSEPH MARTIN, M.P.

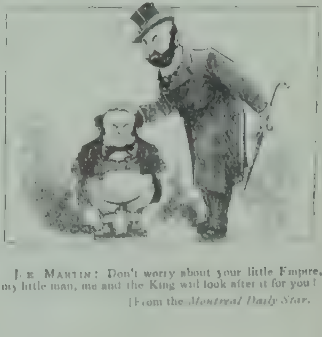
Canadian Views of his Parliamentary Career.

The Parliamentary career of Mr. Joseph Martin, who now represents East St. Pancras at Westminster, is being followed with keen interest in Canada, as is attested by the accompanying cartoons, selected from the large number which have recently appeared. In his maiden speech, Mr. Martin protested against Mr. Asquith's interpretation of his Albert Hall pledge regarding the Veto of the House of Lords, and a day or two later he declared: "Every Liberal member elected is released from his allegiance to Mr. Asquith and his colleagues, and we should now act in such a way as to put the Liberal party right with its supporters in the country, and for this purpose it would seem to be necessary to repudiate our present party leaders." Last week (as mentioned elsewhere), he made a second attack upon Earl Grey, accusing him of "taking an active and decided part in Canadian politics."

Easy for Joe!

[illegible]

Safe!



J. B. MARTIN: Don't worry about your little Empire, my little man, me and the King will look after it for you!

[From the *Montreal Daily Star*.

AN ISLAND OF SILVER.

THE ROMANCE OF A LOST MINE.

Much attention was turned in the 'Sixties to a discovery of rich silver veins on a tiny storm-swept island in Lake Superior. The ore was worked, and in the course of a year or so the island proved itself to be one of the richest silver mines of the world. Owing, however, to the smallness of its size a few years' working sufficed to strip the island of its treasures and like others in Canada and other parts of the world, its name and fame are now alike almost forgotten. Only a few ramshackle, deserted buildings—rising apparently out of the waters of the lake remain as evidence of the prosperous industry once carried on there. Our article is compiled from a paper read at a meeting of the American Institute of Mining Engineers (held in Montreal in 1879) by Mr. Thomas Macfarlane, then of Actonvale, Quebec, and now of Port Arthur.

SILVER ISLET was discovered in 1868, during an exploring and prospecting trip, carried out along the coast of Thunder Bay, a huge sweep of Lake Superior, in which Port Arthur and Fort William are now situated. Mr. Macfarlane had ordered his party to make a geological map of a certain location, in the course of which the surveying of the shore line took place. While planting pickets on the many islands fronting the shore, they noticed a tiny island, which was subsequently to become famous. Some of the galena was blasted out, and nuggets of metallic silver were found close to the water's edge, while the vein, which was of extraordinary richness, was observed to run out under the water. The island upon which these discoveries were made was situated about three parts of a mile from the main land, and measured originally 90ft. each way, rising about 8ft., at its highest level, above the level of the lake.

THE DESERTED PLANT ON SILVER ISLET.

ONE END OF SILVER ISLET, SHOWING THE ROCK FORMATION.

The metallic minerals of the veins which occurred in the island were silver, silver glance, tetrahedrite, domevkite, galena, blende, iron and copper pyrites, cobalt bloom, and nickel green. The two latter substances seemed to be oxidation products of a peculiar mineral which contained, besides small nuggets and grains of pure metallic silver, thin plates and grains of a sectile mineral, having a reddish-brown colour, and containing arsenic, cobalt, nickel, and silver, in the following quantities:—

Silver	78.34
Nickel	5.98
Cobalt	2.75
Arsenic, etc. (difference)	12.93
	100.00

This mineral was named "Macfarlanite." By other experiments as much as 93.54 per cent. of silver was obtained. The work of separating the various minerals appears to have been very difficult, and many other experiments as to the best way of dealing with the ore were carried out.

The continuation of the Silver Islet vein across Burnt Island and on the main land was traced, but the great width of the vein on the island had shrunk, and the other rich minerals were wanting.

The working of the property was first begun by the Montreal Mining Company. The excavation of the ore was carried out with difficulty, and even danger. The summer of 1869 was exceedingly stormy, and the island, from its position, was exposed to the utmost severity of the wind and waves. The sinking of a shaft in the centre of the island, from which it was intended to cross-cut to the vein, was begun, but discontinued owing to the influx of water. This work was, however, carried out at a later date. In the winter, when ice formed around the islet, the excavation of ore was very successful. The ice kept the water perfectly still and the men worked upon it as on a platform. Blasting was carried out under the water, over about 30ft. of the vein. The loose veinstone was then picked out of the water by means of long tongs, constructed on the spot, long-handled shovels, and similar means. In this way during less than three years 28.073 lbs. of ore, from which $23,115 worth of silver was extracted, was taken out.

It had become evident that, owing to the gales and high seas that so frequently disturbed the operations, strong and expensive works would be necessary for protection. Mr. Macfarlane estimated that an expenditure of $50.000 would be necessary in this respect. This amount the Montreal Mining Company were unable to find, and the island was sold, in November, 1870, to New York and Detroit capitalists. The new owners began at once to establish a permanent mine at Silver Islet. Breakwaters were built and part of the vein enclosed by a coffer-dam, out of which the water was pumped. Then a considerable amount of mining was done, and seventy-seven tons of ore were shipped before the close of navigation. The time devoted to mining had only been four weeks, and the sum spent upon the protective works had been $80.000. The total value of the ore shipped was $91.445, surely a remarkable return upon the expenditure in so short a time.

During the months of the freeze-up the experiences of the working party were unenviable and unpleasant. Towards the end of February several gales occurred. The floating broken ice, caught on the crest of huge waves, was lashed with such force against the outwork as to tear away 240ft. of it. The heaviest timber was insufficient to withstand the shock of the battering of ragged, knife-sharp ice edges. The extremities of large logs were so chafed as to resemble huge booms and bolts, 1½in. to 2½in. in diameter, were twisted and broken. Then the seas overflowed into the coffer-dam, and the work of pumping had to be recommenced. In spite of these set-backs, mining was rapidly resumed, and by May 1, 1871, an excavation had been made on the rich part of the vein enclosed by the coffer-dam. During the year to the close of navigation over 400 tons of ore were shipped, valued at $642.931. The total production of the island had by this time reached 577 tons, valued at $763,400, but of this amount two tons had been lost on the voyage eastward by the sinking of the vessel which carried it.

Mining was continued with varying success after the close of navigation in 1871. The vein was subject to sudden changes, both as regards size and richness. Thus at one time the vein almost disappeared, but a little perseverance disclosed 250 tons of rich ore, worth $1.500 a ton. Between the years 1872-5 the output was 996.432 ozs., valued at $1.195.718.

Again, in 1873-4, heavy storms did much damage. One south-easter tore away 350ft. in length of submerged cribs, and caused a loss of 20,000ft. of timber and 7½ tons of bolts, while the main breakwater was severely damaged, 60ft. of one side and 40ft. of the other, together with a blacksmith's shop, which was situated between the ruined parts, being completely demolished. The damage done on this occasion amounted to $9,000.

In 1875 a stamp mill was built at a cost of $90,000 for treating the veinstone of inferior quality, which had previously been laid aside as too poor for shipment. During the eighteen months, from May, 1875, to November, 1876, nearly 542 tons, yielding 226.873 ozs. of silver (value $272,249), were obtained in concentrates from 24,446 tons stamped.

Then came a lean period, during which new levels, which had been opened up, and much exploration work with diamond drills had failed to disclose any rich ore. The consequences were great financial embarrassment and a total cessation of work during the summer of 1877. In August, however, work was resumed, and by December 23.850 ounces of silver had been shipped. Then in 1878 a bunch of rich ore was struck, which in a few months yielded 721.632 ozs. of silver, a quantity amply sufficient to rescue the mine from all its difficulties, and to provide a reserve or working capital of $500.000. By the end of 1879 Silver Islet had produced silver to the value of $3.000.000.

Mr. Macfarlane's paper recorded a curious phenomenon, the first instance on record of the occurrence of inflammable gas in a silver mine, and evidence of the fact that the rocks near Silver Islet are of much more recent age than was generally supposed.

While a party of miners were engaged in drilling a hole in the end of the drift the drill broke through into a small crevice of "vug." Water at once commenced to flow, and one of the miners took a candle to look into the drill-hole. The gas instantly took fire, sending a flame out from the end of the drift for more than 40ft., the flame extending along the back of the drift and burning for a distance of 150ft. towards the shaft. The men inserted a wooden plug into the hole through which the vapour and water were escaping. On the following day no gas was discovered in the drift, until a candle was brought close to the plug in the end of the level, when the gas again caught fire, giving a jet of flame about one foot long, which burnt for years.

In concluding his paper Mr. Macfarlane made a remark which, in the light of the subsequent discoveries at Cobalt, Gowganda, and Sudbury, reads in the light of a prophecy. He said:—

"I have thus endeavoured to record the principal facts which have come to my knowledge regarding this extraordinary silver vein. Its story ought to teach Canadians, among other things, to have more confidence in the mineral resources of their country. That over three million have been extracted from a bare rock, in Lake Superior, with an area not exceeding 1,000 square feet, ought to increase our faith in the vast unexplored regions which stretch away to the north and north-west of us."

The Land of To-Morrow: A COASTING TRIP IN BRITISH COLUMBIA.

In this article Mr. Fred Sturgess describes a trip up the coast of British Columbia from Vancouver to Prince Rupert and back, the return being made via the Queen Charlotte Islands. All the photographs which we reproduce were taken to illustrate this article.

THOSE who enjoy beautiful and ever changing scenery, sea breezes without sea sickness, and a climate that is practically unequalled, where the days are warm, though not too hot, and the evenings cool instead of sultry, and where the sun sinks down below the purple mountains amid a blaze of glory, should indeed be well satisfied if they take a trip up the coast of British Columbia to Prince Rupert during the summer and autumn months of the year. More than this, if the traveller can afford to stay at several places on the trip he will be able to get some idea of the phenomenal amount of development that is taking place on this coast at present, and he will also be able to see that the almost unlimited amount of opportunities that this Province claims to hold open to capitalists and settlers is not in the least exaggerated.

A BRITISH COLUMBIAN COASTING STEAMER.

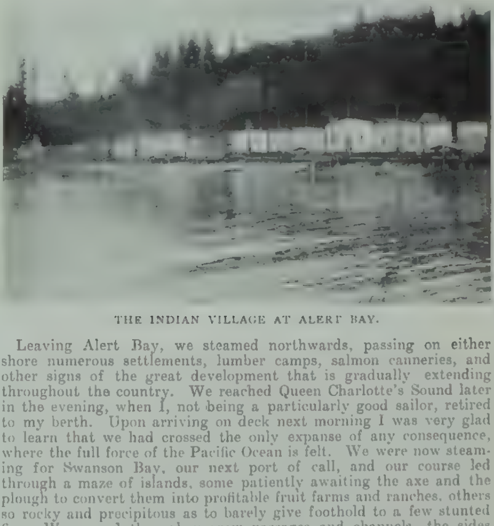
Our steamer left Vancouver at midnight while we slept, and on the following morning, being anxious not to miss any part of the trip, we arrived on deck somewhat earlier than is usual on such holidays. We were steaming up the Straits of Georgia, and the first thing that took my attention was the timber, with which the land all round us was practically covered. To the east the coast range of mountains spread its evergreen forests to the summer sun, while away to the west was Vancouver Island, which in the distance appeared to be clothed in a robe of purple, penetrated occasionally in the background by a mighty peak capped with snow. A few hours later we arrived at Campbell River, a small settlement on Vancouver Island. Here is a good wharf, and in a clearing among the timber stand a good-sized hotel and a number of log and frame houses. The country around may be called a hunter's paradise, for the surrounding hills and forests are full of large and small game of many varieties, and the river itself and its tributary creeks and streams are almost alive with salmon, trout, and other game fish. Campbell River is also one of the entrances to the wonderful though little known interior of Vancouver Island, which, according to the few prospectors and others who have penetrated this mountainous and timber-clad country, undoubtedly contains vast quantities of coal, as well as other mineral wealth. Shortly after leaving here we entered Seymour Narrows, one of the swiftest water passages for which this coast is noted. The water here passes through a number of rocky, timber-clad islands, and, while the tide is running, the upheaval and tumult of the swirling and eddying waters roaring through the narrow passages, make it seem impossible for a steamer to steer a course through with safety. However, after a short while in the boiling and foaming waters, the noise of which deadened the sound of our propeller, we emerged triumphantly in smooth and placid waters. From here to Alert Bay the lofty mountains of Vancouver Island on our left stood high up above the timber line, which was easily distinguished by its almost horizontal line, with a slight wave here and there, running along the mountain sides. Now and again we came in sight of glaciers, which, in the distance, appeared like small rivers in the clefts of the mountains.

A SALMON CANNERY AT PORT ESSINGTON.

Still, we had the timber with us on either hand, upon the mountain sides, and along the valleys which stretch down to the water. In fact, there seemed to be a stout pine or a fir wherever there was a foot or two of soil to hold it.

Suddenly, as we were admiring and discussing our surroundings, we swung round a bend in the channel and came in sight of Alert Bay. Surrounded, as it is, by dark and sombre mountains, a more beautiful and enchanting little picture it is difficult to imagine. The settlement, which lies at the head of a deep bay (the shores of which were strewn with saw-logs which had broken adrift), consists of one street and a few scattered houses, the majority of which are whitewashed. As our steamer tied up at the wharf, quite a number of native boys attending the neighbouring Indian school were peacefully fishing and otherwise amusing themselves before us, their dusky faces showing, in true Indian fashion, not the slightest sign of curiosity upon our arrival, and accepting us, as they do everything else, just as a matter of course. The lads were neatly dressed, and it was quite apparent that the Indian's great dislike for soap and water had, for the time at least, been entirely overcome, whether by force or persuasion I cannot say.

Along the single street, on the side facing the water, is a row of some of the finest totem poles now seen on the Pacific coast, the collectors having visited almost every other Indian village and carried away with them the best specimens. These curiously carved poles—some representing birds and beasts in half human form, and others a mixture of them all—are of various heights and sizes, and also in various stages of decay. Some are old and weather-beaten, and much the worse for wear, while others appear as if they had only been erected in the last few years, so good is their state of preservation. Each of them represents, by its different marks and carvings, the family and tribal history of some departed chief, the descendants of whom, being in a more advanced stage of civilisation than the majority of the coast Indians, have so far resisted all offers to part with the last relics of a brave and ancient race.



THE INDIAN VILLAGE AT ALERT BAY.

Leaving Alert Bay, we steamed northwards, passing on either shore numerous settlements, lumber camps, salmon canneries, and other signs of the great development that is gradually extending throughout the country. We reached Queen Charlotte's Sound later in the evening, when I, not being a particularly good sailor, retired to my berth. Upon arriving on deck next morning I was very glad to learn that we had crossed the only expanse of any consequence, where the full force of the Pacific Ocean is felt. We were now steaming for Swanson Bay, our next port of call, and our course led through a maze of islands, some patiently awaiting the axe and the plough to convert them into profitable fruit farms and ranches, others so rocky and precipitous as to barely give foothold to a few stunted firs. We passed through narrow passages and channels, the sides of which in some cases rose sheer from the water's edge, and, first seeing one side of a mountain, then the other, we gradually wound our way northward, until we entered a passage that apparently ended abruptly in the big mountain that loomed ahead. Being inexperienced, we began to think that we should have to turn back again and find another way. But no; the propeller throbbed just as fast as ever, and while we were seriously beginning to wonder if our captain knew his whereabouts, away to the right a beautiful expanse of water opened before us, and the steering gear rattled as we swung into this new channel. Passing on through an ever changing panorama, leaving glorious views behind us only to be attracted by more beautiful scenes ahead, we arrived at Swanson Bay. Here we had another good example of capital opening up and developing some of the vast resources of the country. As we slowly neared the wharf we observed a big steamer loading lumber alongside a large sawmill, while a short distance farther inland were to be seen extensive pulp mills, the water power to operate which was brought by pipe line from a stream in one of the near-by mountains. The population of this town is chiefly composed of the employees of the pulp mills, sawmills, and the surrounding salmon canneries and logging camps. The buildings are of the usual type found in these embryo towns which are beginning to dot the British Columbia coast line, being rude wooden structures, more or less of the shack type, although here, as in every other new seaport on this coast, it is only a matter of time when these will be replaced by substantial buildings of a more permanent nature.

Leaving Swanson Bay, we passed up Grenville Channel to the Skeena River, and during our course up this treacherous and changeable stream we passed many large whitewashed salmon canneries on either hand before reaching our destination, Port Essington, the head of deep-water navigation. Here all freight and passengers are transferred to one of the numerous stern wheelers that navigate the upper reaches of the river. The town itself is a very busy little place during the summer months, when the river is at a stage that allows the stern wheelers to navigate it, although this business, and the high rates that are charged for handling it, will be practically wiped out of existence with the completion of the new transcontinental railroad, the Grand Trunk Pacific.

MAIN STREET, PORT ESSINGTON.

Port Essington is also the centre of the salmon canning industry on the Skeena, thousands of cases being shipped to Europe and other parts of the world annually.

Proceeding down the river, at the mouth of which we passed Smith and Kaien Islands on our right or starboard side, we entered Prince Rupert Harbour through a deep channel, which is available at all tides for any ship. The harbour averages about a mile wide, and stretches in an easterly direction, bounded on the south by Kaien Island and on the north by the mainland, both of which contain several thousand acres of good agricultural land. The townsite is situated on Kaien Island, facing the harbour, and the ground on which it is laid out is of a very hilly and rocky nature, interspersed with muskeg and swamp. This, however, does not in the least daunt the engineers, who, with the aid of tons of dynamite and other high explosives, are moving small mountains, and slowly but surely altering the face of local geography to a remarkable extent. Prince Rupert at present has a population of only about 2,000 people, but the future of this city as a great seaport and rival to her sisters, Vancouver and Seattle, is undoubted, following the completion of the Grand Trunk Pacific Railway. Roads are a thing that the people here cannot boast of at present, although there are several miles of plank side-walks which serve that purpose, the only vehicles in use being low four-wheeled trucks, skids, and wheelbarrows, upon which all the express, baggage and general hauling is done. These combined side-walk roads vary in width, and if the pedestrian should be so unfortunate as to meet one of the aforementioned vehicles on a narrow stretch the only alternative for him is to step off into the mud that is waiting to receive him. However, trifles like this do not in any way discourage the citizens, who apparently do not disregard the present conditions, to anticipate the great development which in the near future awaits the place, and which will in all probability make rich men of those pioneers who have been fortunate enough to secure land in, or close to, the townsite.

At Prince Rupert we left our steamer and boarded another, which was about to sail for the Queen Charlotte Islands, which are situated about sixty miles distant from the mainland and separated from the latter by Hecate Strait. Here are found some of the finest halibut and other fishing banks in the world, which give employment to a large number of steam and gasoline fishing boats. After eight hours' steaming we arrived at Massett, an Indian village, situated on Massett Arm, on the northern coast of Graham Island. Our steamer anchored in mid stream, there not being any wharf or landing stage, and by the time we came to anchor we were surrounded by a number of Indian dug out canoes. The skill with which the Indians handled their canoes was wonderful to see, particularly as the tide was roaring out of the inlet like a huge mill race. The canoes, headed upstream, were gradually manœuvred up alongside our steamer, and then a rope was thrown aboard, to be caught by one of the deck hands 'tween decks. In one instance the rope failed to reach the ship's side, and the canoe with its occupants was swept away astern, only to come up again some minutes later ready to try again. Notwithstanding the fact that these canoes are built almost "V"-shaped, and are considered by the white man to be very cranky and easily overturned, the Indians piled all sorts of merchandise into them, consisting of cases of canned fruit, field harrows, etc., down to a crate of live pigs. They made many trips to and from the shore with their very assorted cargoes without the slightest hitch, taking with them, as well as merchandise, a number of settlers who were going to pre-empt land a few miles from Massett. Many of these settlers had been up before on a tour of inspection. They thought so highly of the agricultural possibilities of this island that they had now brought out their families, as well as a large stock of implements and seeds.

PRINCE RUPERT, FROM THE WHARF.

Leaving Massett, we followed the coast line of Graham Island southward to Skidegate, where our steamer discharged a large number of empty oil barrels at the wharf of the Oil and Packing Company. The water here abounds in dog-fish, from which the oil is obtained, and from this foundation a great industry will be built up, although at present it is only worked by Indians and half-breeds. As the traveller does not see the interior of the islands on this trip, except at a few low-lying places near the northern end, and, of course, the mountains in the background, it might be worth while to mention that this group of islands is particularly rich in timber, coal, and copper, and, besides containing several hundreds of thousands of acres of good agricultural land, the greater part of which lies to the northern end of Graham Island, there are also strong indications of petroleum. Besides all this natural wealth, these islands are gradually becoming the headquarters of what will be a vast fishing and whaling industry, which is rapidly helping to populate and develop them.

SETTLERS GOING ASHORE IN A "DUG-OUT" AT MASSETT

Farther south we called at Ikeda Bay, taking aboard several hundred sacks of copper ore consigned to one of the Vancouver Island smelters. The copper mine and bay take their name from the Japanese, who discovered them, and who, with the aid of Japanese capital and labour, have opened up and worked the former, which, from all reports, has turned out to be very profitable. Southbound from Ikeda Bay, we crossed the Queen Charlotte Sound, and entering Johnson Strait, and passing into the Strait of Georgia, reached Vancouver, after a most enjoyable trip.

In conclusion, I wish to say a few words regarding the facilities for making this journey. There are a number of fine steamers, which are really floating hotels, running out of Vancouver and Victoria every week. Another point well worth mention is that, there being a good deal of competition on this route, the rates are very reasonable, and one does not need a very deep pocket to thoroughly enjoy the trip. These steamers stop at all the places mentioned in this article, and should the traveller not desire to stay at any of the points of interest, the trip can be made in about a week.

Fred Sturgess.

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It is estimated that live stock dealers in Alberta received $9.000,000 for stock last year. There were in force in Western Canada 939 grazing leases, covering 3.259.271 acres as follows:—Manitoba, 12.642; Saskatchewan, 632.493; Alberta, 2.132,718; British Columbia, 281.418.

* * *

Mrs. Caroline Campbell, a lady of French-Canadian extraction, who claims cousinship with Sir Wilfrid Laurier, living at Washington, has lodged a claim to the historic Plains of Abraham at Quebec, saying that she is the sole heiress and next-of-kin to the estate of Abraham Martin, who owned the Plains, and to the seigneury of Beauport, near Quebec. Mrs. Campbell is said to have obtained access to certain documents which were not available when claims were unsuccessfully lodged by herself and several others in the early seventies.

The Beaver Redivivus.

A FAMOUS COLONY AT OXBOW, SASK.

It is pleasing to hear that the beaver, once so plentiful in Canada as to become the emblem of the country and to provide the standard of payment in the West (the Hudson's Bay Company's dealings with Indians were formerly all carried out on the basis of an article being worth so many beaver skins), but lately practically "wiped out" by ceaseless trapping, is once again becoming prominent in the fauna of the Dominion. This revivification is due to the careful preservation which has been ordered by the Provincial Governments during the last few years. In Manitoba, for instance, the close season is indefinite, while in Saskatchewan no one may trap or kill beaver in any manner until December 10, 1910, nor may anyone during that time destroy a beaver dam. In Alberta, the season is closed until December 31, 1912, while in British Columbia the beaver is immune from destruction until August 1, 1911. In Ontario, as in Manitoba, an indefinite period has been fixed for the protection of beaver, and the result of the closed season for the past few years is appreciably apparent. Whilst in most parts of Ontario the beaver is practically exterminated, in Algonquin Park they have multiplied very rapidly.

A TREE CUT DOWN BY BEAVERS.

One of the most populous colonies in Canada is to be found at Oxbow, Saskatchewan, where Mr. W. E. Christmas, who takes a deep interest in the little animals, and has done much, by his careful watchfulness, to increase their number, owns 1,300 acres on the Souris River, on which property about 400 beavers have made their homes.

A BEAVER "LODGE."

Of late years the beavers have increased rapidly in number, and may now be found at many points on the Souris, both east and west of Oxbow. They dwell in colonies, and when the young beavers have passed their second year they are forced out by the older ones, and thus new colonies are formed every year, and the area occupied by them up and down the river constantly enlarged. The beavers, in building their dams, work only in the night time. According to Mr. Christmas' observations (says *Rod and Gun*), when they wish to make use of a tree at any distance from the river, a slide is made on a slope leading to the water. Two beavers start to work cutting down the tree by girding it with their sharp tusks of teeth, one following the other around the tree until it is felled. Two or more, if the tree is a large one, take it down the slide, and two others then float it to the site of the dam along the river. In starting their dam, the bed of the river is first covered with brush, to a width of eight or ten feet, and then stakes four or five feet long are driven into the river bed to hold down the brush, the heads converging to the centre of the dam. This in turn is covered with a coat of mud, the beaver using his tail for a trowel. A layer of brush poles and mud is again laid, and the process is continued until the dam has been raised high enough to ensure that the water in the river above the dam will not freeze to the bottom, and the beaver guaranteed a safe passage from his home on the river bank to his winter food supply, consisting of bark and brush of the willow, ash, and poplar, which he stores at the bottom of the river, just above the dam. Though the beavers are seldom seen in the day time, they are both busy and noisy at night, and when they are plastering their dams the noise made with their paddle-shaped tails is sharp and startling. They are thorough workmen; their structures never leak, and it is a herculean task, if not an utter impossibility, to tear up their dam after it is completed.

A BEAVER DAM.

Upon this point a recent writer in the *Field* says:—

"As instancing the difficulties encountered through the dams being constructed by the animals, a member of the McLachlan Mill Co. (an Ontario concern), on making one of his periodical inspections of the company's remaining timber, at a point where portaging was necessary, found that the beaver had dammed the river. He decided to cut a portion out of the dam in order to relieve the flood, and did so, placing a net across the cutting. This he found on his next trip repaired, and the dam as before. He then placed two crosscut saws, with the teeth pointing up the river, at the gap, which also was ineffectual, and he then placed a revolving wheel across the aperture, which he had recut in order to prevent the rebuilding of the dam. On his return the wheel was completely built in, and the laborious portage had to be repeated. In sheer desperation, he played his last card, and, knowing the timid nature of the beaver, he constructed a figure in the shape of a man and placed it in the centre of the aperture, where it remained a grotesque object for several days. On his return, to his amazement, he found only the head and shoulders of the figure remaining sticking up above the completed dam. After this he gave up endeavouring to clear the [illegible]

It is stated in a Halifax (N.S.) paper that Mrs. Close, of London, England, has received a gift of considerably over £1,000 with which to buy a farm in Nova Scotia for the establishment of one of her mission homes. The idea is, if possible, to buy several farms and take out children from the overcrowded parts of England, place them on these farms, which are in charge of a matron, and bring them up to be good, useful citizens of Canada. Mrs. Close established a similar farm in New Brunswick, and the result has been very gratifying. Mrs. Close is seeking the financial assistance and approval of the Imperial Government.

The American Universities Club of London has completed negotiations with the New Oxford and Cambridge Club Officials, whereby the members of the former association are housed and granted similar privileges to those enjoyed by the members of the latter club.

NEWFOUNDLAND'S SEAL FISHERY.—I.

By
P. T. McGRATH.

(Special to "Canada.")

IN March all interest throughout Newfoundland is centred in the seal fishery, which is second in point of importance among the many marine pursuits of the island's population, and which is in itself one of the most remarkable industries pursued by Anglo-Saxons in these modern days.

It is a noteworthy circumstance that, while the Pacific seal is being speedily exterminated, and the catch is now but a tithe of what it was two decades ago, owing to the ravages of poachers from many lands, the Atlantic seal remains in undiminished numbers, though it has been annually slaughtered in great multitudes for at least two centuries, and for nearly fifty seasons past large steamers, instead of the tiny schooners employed in the industry in the Pacific, have been used against them. It is equally remarkable that Newfoundland has held a monopoly of this Atlantic seal fishery since the outset, Scots, Canadians, and Americans having ventured into it, but without much success, so that to-day, as one hundred years ago, the whole conduct of the enterprise is centred in her hands.

Indeed, so far is she from any decadence in the enterprise that recent seasons have witnessed, as has been indicated, the introduction of splendid new steel steamers, doubly plated, and of enormous power. This will be a radical experiment, as heretofore stout wooden steamships of the same type as whalers were exclusively maintained for it, their staunch hulls, propelled at moderate speed, being regarded as the only marine fabrics which could successfully withstand the terrible pressure of an Arctic "nip." With the progress made of late years in steel shipbuilding it has been felt that a "sealer" of that material could be constructed which could be used as a general freighter for the remainder of the year, the present ones being too small to be otherwise utilised, and remaining tied up to their wharves for ten months out of the twelve.

WORKING THROUGH ICE-FLOES: ONE OF THE OLD WOODEN SEALERS.

THE "ADVENTURE," A TYPE OF THE NEW STEEL SEALING VESSELS WHICH ARE NOW BEING INTRODUCED.

Every summer the "Adventure" takes supplies to the R.N.W.M.P. posts in Hudson Bay.

The sealing fleet this year comprises eighteen steamers, carrying 3,500 men, one of the largest flotillas that have ever sailed for the ice fields, among which the quarry are found. The number has been augmented of late years by the purchase of almost every Pole-seeking or whaling ship that is put in the market, and the profits of the business have been augmented by the substitution of seal for olive oil, and the use of the tanned hides extensively in making bicycle kit-bags and saddles. The ships were not permitted to sail before daybreak on March 10, or to kill seals on Sundays or after April 30, and the taking of immature animals is also forbidden.

The ships vary from 300 to 500 tons burden, and carry from 150 to 200 men, who are packed on board them like sardines in a tin. For the subsistence of these during the two months they may take out 500 gallons of molasses, a quarter of a ton of tea, a quarter of a ton of sugar, ten tons of sea biscuit, two tons of butter, two tons of codfish, fifty barrels of flour, thirty barrels of pork, and ten barrels of potatoes. Other stores in proportion are carried, for the sealmen have voracious appetites, which are whetted by the arduous character of their work. Only the pick of the adult fishermen of the island are selected for this trying pursuit, so pregnant with peril is every day of it, from the time the ships put out until they return.

The Atlantic seals are coated with long, bristly hair, and their habitat is the mighty ice-floes which are swept down by the polar current from the northern seas. The Pacific seals carry a soft, silky fur, and have frequent rookeries in the islands of the Behring Sea. The skin of the latter makes one of the most costly garments for ladies' wear; that of the former is turned into "kid" for gloves and boots, or otherwise used in handicrafts. The Newfoundland enterprise is the most venturesome of the two, for the young seals are the main quest, since they yield the finest oil and softest skin. They are born on the ice-floes in February, gain two to four pounds daily on their mother's milk alone, and by the middle of March, when the seal ships reach them, are in their prime; but amid fog, storm, and blizzard, it is so easy for a ship to miss the floe containing the herd that sometimes a steamer will be out two months and return with but a few score skins. This is a rarity, however, for the skippers of the boats, some of whom can neither read nor write, are marvellously well versed in the lore of the business, and contrive to place their vessels among the herds, even under the most disconcerting circumstances. The crews are equally alert, and the percentage of failures is small.

The rewards are accounted great with the fisher folk. When their ship is loaded the men will make about $70 each, and the master $1,400 or $1,500. The owner of the steamer takes one-third of the catch for her, and another for her outfit, as he risks both these, and if the boat fails in her quest, he has to stand the loss often many thousands of dollars for hull, repairs, upkeep, insurance, coal, provisions, etc. The remaining third is divided among the crews, according to their ratings, and as a successful ship gets home in about two weeks it can easily be realised how heartily she is welcomed, as she will then give her owner 30 to 50 per cent. profit.

The seals are usually found in immense herds off Labrador two or three days after the ship sails, and a startling picture is that presented then, with the ice for miles in every direction covered with the creatures, parents and young, gambolling about on the crystal fields, all unsuspecting harm. Suddenly the ships appear; the crews leap over on to the ice, and, armed with iron-shod clubs, called "bats," kill the young by braining them; then they separate from the carcase itself, which is discarded as useless, the valuable "pelt," or fat and skin, which forms its outside covering, and which is the prize the sealmen seek. Each pelt, in its prime, weighs some forty to fifty pounds, and is worth about $2. Three or four of these are lashed into a sausage-like shape, with hair outside, and are dragged by the men to the ship, if she is within four or five miles, but if she is farther off they are heaped on a large "pan," or fragment of ice, and surmounted by her flag, to be picked up at convenience. Sometimes a herd will contain 300,000 seals, and several ships will load from it in a week or so, till the whole expanse is splashed with gore.

(To be continued.)

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THE VALUE OF THE CONSERVATION COMMISSION.

An illustration of the usefulness of the Commission on the Conservation of Natural Resources, recently appointed, is to be found in connection with the attempt that is being engineered by powerful American interests to acquire water-power concessions on the St. Lawrence at the Long Sault Rapids, about forty miles above Montreal. Two companies are interested—an American and its subsidiary in Canada, which is seeking incorporation under the Federal Law. The proposal is to throw a dam across the Canadian side of the river, by which 650,000 h.p. can be generated—more power, in fact, than the Waterways Treaty will permit to be taken from Niagara Falls, for which privilege nothing will be paid, whereas the power companies at Niagara will soon be paying £60,000 a year in dues to the Ontario Government for similar privileges. It is suggested that one-half the power developed shall be allotted to Canadian uses, but the plans do not provide for that contingency, and, in any case, when once the industries dependent on power have been created on the United States side, it will be difficult to recover the Canadian moiety. The arrangements in question take no account of the rights of Ontario to control power rates and distribution. Shipping interests also assert the enterprise will seriously prejudice navigation. After careful examination, the project is strongly condemned by the Canadian Conservation Commission, and this will probably lead to the scheme being stopped by the Dominion Government.

PERSONAL TESTIMONY TO CANADA'S OPPORTUNITIES.

Some Actual Experiences of Immediate Success.

SOME interesting letters are to hand regarding the successes of settlers on the line of the Grand Trunk Pacific between Winnipeg and Edmonton. Mr. W. H. Love, who has settled at Irma, Alberta, writes, under date of November last, to Mr. R. C. W. Lett, Travelling, Passenger, and Colonisation Agent of the G.T.P., as follows:—

"You asked me for my opinion of the land surrounding Irma on the line of the Grand Trunk Pacific, west of the Battle River. In the fall of 1908 I made a prospecting tour from Winnipeg to Edmonton, and, after seeing a great many kinds of land and farming properties, I decided to buy three sections in Township 46, Range 8, West of the 4th Mer. I took up a homestead, and since have rented a school section, making a farm of 2,720. In March, 1909, I brought the first two cars of settlers' effects across the big Battle River Bridge on your line.

"During last summer I broke and prepared over 200 acres, and expect to have a whole section broken by next fall. I am wintering 100 head of good stock, and intend to increase this number as I get the land broken. Our soil is a rich, deep, black loam, with a good clay subsoil, and I think the district especially adapted to mixed farming, as all small fruits and grasses grow wild in great abundance. Already some of the settlers about here have planted out nice patches of strawberries and other fruits. There have been about 6,000 acres of grain cut in this vicinity this fall, and the average will be more than doubled next year. The quality of grain grown and yield per acre has beaten anything I have seen in the West. Wheat went 27 to 35 bushels per acre, and oats 60 to 98. There are several good homesteads to be had from seven to twelve miles from town, with plenty of water and wood. The settlers in this vicinity are nearly all Canadians and Americans, and a better class of farmers would be hard to find anywhere."

A BUSY SCENE IN A CORRAL: MARKING CATTLE HELD BY LASSOES THROWN BY MOUNTED COWBOYS.

BRANDING IN A "SQUEEZER," A NARROW STALL WHICH MAY BE FURTHER NARROWED TO BRING THE BEAST IN A HANDY POSITION FOR BRANDING.

Branding Cattle on Messrs. Mabey and Wells' Ranch near Wainwright, Alta.

Another interesting letter is one which shows how a man may make his way to success, although he be practically penniless on taking up his homestead. This is written by a farmer who has settled near Nokomis, Sask., a divisional point on the G.T.P.:—

"The Canadian Government have constantly stated in their pamphlets that it is possible to homestead successfully without much capital, and that statement has been just as constantly denied by numbers who have not made farming successful. Now I am pleased to be able to assure anyone interested in the matter that it is quite possible, and that I myself have accomplished it. I homesteaded four years ago without any capital, have completed my homestead duties, and have received my patent or title to the freehold. My crop this year has enabled me to pay for everything which I may have owed, and I have not an implement or animal about the place which is not paid for. I have plenty of grain for seed and feed for next year, and am able to take a trip to the Old Country for the winter, intending to return in time to put in my crop.

"Let no one think that this has been done without effort of both body and mind, as it requires a good deal of both, but, given health, energy, and judgment, there is no reason why the same thing could not be done by anybody. Farming is a splendid free life for the man who loves an outdoor life, and it is nice to feel and know that every movement made enhances the value of property which is one's own, and adds to the profit to be derived from the same.—Yours truly,

"(Signed) FRED W. GILLIAT."

"Nokomis, Sask., February 9, 1910."

It may sometimes happen that a supposition that a year or so must be passed under trying circumstances before he "makes good" may deter an otherwise willing immigrant from settling in Canada. But this period of hardship is by no means necessary, as may be seen from the following letter from an American who settled near Wainwright, an important divisional point on the G.T.P. west of Edmonton:

"I came to Wainwright district in October, 1905, from Lake City, Minnesota, U.S., and took up a homestead, my idea being to go in for cattle ranching. In the following spring, being a little short of funds, I took up some grading work for the Grand Trunk Pacific Railway, which was then under construction. This, along with my homestead duties, kept me on the jump. In the following fall I bought 126 head of cattle and went into partnership with Mr. Wells, who was ranching on Ribstone Creek, about twelve miles from my place.

"We did so well that we were able to supply the Grand Trunk Pacific construction gangs with beef for a distance of twenty miles east and west of the Battle River. This was the year before last.

"Our cattle are increasing, and at the present time we have 520 head, 120 of which are four-year-old steers, and are being fed for spring market. Last summer we took a contract to put up 1,030 tons of hay for the big buffalo herd at Wainwright in case the winter turned out very cold. So far they have used none of it. In addition to this, we put up 750 tons for ourselves.

"I think that any man with brains and muscle who will take up land in this country and work into stock is bound to make a winner in the long or short run. I find the winters in Alberta a good deal milder than in Minnesota, and so far have only found one real Minnesota winter when the cattle could not rustle ten months out of the year.

"(Signed) H. E. MABEY."

"Wainwright, January 20, 1910."

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ADVICE TO EMIGRANTS.

A useful letter to intending emigrants is that which won a prize offered by *Answers* for the best advice to settlers by one who had had personal experience of life in the Dominion. The writer is Mr. Donald Grant, of Manchester, and his advice is as follows:—

"1. Take no notice of reports from 'farmer-agents' on the one hand, or from 'returned empties' on the other. The first are paid to 'boom' the country; the second are inclined to curse it.

"2. Study local conditions and requirements before going out. The best way to do this is to send for copies of a local paper, read them carefully, acquaint yourself with the names of certain persons in your own line of business, and write for their candid opinion concerning your prospects. Write to more than one, and compare the replies received.

"3. 'Go West!' Generally speaking, the farther you travel the better your prospects. British Columbia is an ideal country for the pioneer. Mild climate, excellent industrial opportunities, and exceptional openings for energetic men.

"4. Don't go to Canada (1) if you have a good situation at home; (2) unless you have a fair amount of capital at your disposal; (3) without knowing where you are going, and what for; (4) if you are afraid of hard work, long hours, and a rough life; (5) without some trade or profession at your finger-ends; (6) if you are a clerk, salesman, warehouseman, or commercial traveller—stop at home.

"5. Wages are higher in Canada, and 'living' is proportionately dearer. If you are married, with a wife and family, it will be cheaper to 'go out on your own,' see the country for yourself, and decide for the future. Then send for the wife and bairns."

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IMMIGRANTS FOR IRRIGATED LANDS.

The first party of holders—chosen out of hundreds of applicants—for the ready-made irrigated farms in Southern Alberta in connection with the project started by Sir Thomas Shaughnessy (president of the Canadian Pacific Railway Company) have just sailed for Canada. They are all married, and include a clerk, an ex-soldier, a veterinary surgeon, a horse trainer, the manager of an engineering works, a man of private means, and, of course, several farmers. By arrangement with the *Daily Mail*, two photographers have accompanied the party. One of them will take cinematograph views of the settlers actually entering into occupation of their "ready-made homes," while the other will obtain films showing the conditions under which settlers travel viâ the C.P.R.

A recommendation has been carried at a meeting of the Central (Unemployed) Body for London sanctioning the giving of $10 per head landing money to emigrants going to places west of Winnipeg. The Special Emigration Committee reported that they had carefully considered the desirability of increasing the amount of landing money to emigrants being sent to places in Alberta and British Columbia. Within the next few weeks the committee will be dispatching several batches of single men emigrants to the West.

PURELY PERSONAL

All communications for this page must be duly authenticated and should reach us on the Tuesday morning before the date of publication.

Princess Louise (Duchess of Argyll), Honorary President of the Ladies' Advisory Committee of the Festival of Empire, has consented to allow her collection of Canadian curiosities to be shown in the Canadian Section of the Festival at the Crystal Palace. The collection includes some rare North American Indian relics. Princess Louise has also consented to exhibit a replica of her statue of Queen Victoria, which now stands in the gardens of Kensington Palace.

* *

President Taft and Earl Grey, the Governor-General of Canada, were guests at a luncheon given in New York last week by the Peace and Arbitration League. As an outcome of the meeting between the President and his Excellency, the former has challenged the latter to an 18-hole golf match for the "Executive Championship of North America," the game to be played on the Myopia links, near Beverley (Mass.), after the adjournment of Congress in the summer.

* *

Their Excellencies, accompanied by the Viceregal party, have taken up their residence at Lord Strathcona's house in Montreal during their annual visit to the city.

* *

Sir William Mulock and Major and Mrs. Collins, of London, have been guests at Government House, Ottawa.

* *

The Prince of Wales has accepted, "with much pleasure," a copy of Miss Agnes Deans Cameron's delightful book, "The New North."

* *

Among the most distinguished visitors to Montreal for the Eucharistic Congress will be the Archbishop of Westminster, the head of the Roman Catholic Church in England. His Grace and his suite will visit Ottawa, Toronto, Hamilton, Niagara Falls, and other places. His Grace has accepted the invitation extended by Mr. Charles M. Hays for himself and his suite to be the guests of the Grand Trunk Railway Company on their Canadian tour. It is probable that the Duke of Norfolk, Earl Marshal, will also be present at the Eucharistic Congress.

* *

The ladies of Bengal, including many purdah ladies, last week presented Lady Minto, the Vicereine of India, with a valuable diamond brooch.

* *

At a meeting of the Council of the Royal Colonial Institute, held last week, with Lieut.-General Sir J. Bevan Edwards, K.C.M.G., C.B., in the chair, the following Canadians were elected Fellows:—Messrs. Edmund K. Beeston; Hubert M. Tylston Hodgson, A.M. C.E., and Wm. Wansbrough, M.A., M.B., of British Columbia; Messrs. E. R. Peacock and J. S. Willison, of Toronto; Mr. Ernest H. Scammell; and Mr. John S. Munn, of Newfoundland.

* *

Sir Gilbert and Lady Parker and Mr. Hamar Greenwood were among the guests at a reception given at the Waldorf Hotel last week by Mr. R. C. Russell, the Acting Agent-General for Natal, and Mrs. Russell, to meet Natalians in London.

* *

Mr. Achille Bergevin has been appointed member of the Legislative Council for the electoral division of Repentigny.

* *

The report is current that Dr. Gordon, Principal of Queen's University, Kingston, is shortly to resign that position. It is, however, announced that Mr. Geo. T. Chown, Registrar of Queen's, has withdrawn his resignation, at the urgent request of the Senate, and will continue to perform the duties of the office.

* *

Mr. and Mrs. A. E. Collas, of Halifax will leave in June next for England, where they will reside permanently.

The Liverpool School of Tropical Medicine has awarded Dr. J. L. Todd, of McGill University, a medal for his valuable contributions to the science of tropical medicine. Professor Todd spent several years in Africa studying what is commonly known as the "sleeping sickness." His experiments and close study of the disease have been of inestimable advantage to the medical profession.

* *

The Hon. David V. Landry, M.D., M.A., the energetic Commissioner for Agriculture of New Brunswick, is the son of Mr. Vital J. Landry and Matilda D. Cornier, both French. He was born in 1866 at Memramcook, Westmoreland County, and was educated at St. Joseph's University of New Brunswick. He first entered public life a Municipal Councillor for the parish of Wellington, in the county of Kent, in the year 1899, remaining in office until 1900. He joined the Hazen ministry on its formation in 1908. Mr. Landry is a Conservative in politics, and by religion a Roman Catholic.

THE HON. D. V. LANDRY.
(Commissioner of Agriculture of New Brunswick.)

* *

The Government of Saskatchewan has decided to institute an investigation into the question of the ownership and operation of grain elevators, and has appointed a Royal Commission for that purpose. Professor Magill, of Dalhousie University, has been appointed chairman of the Commission, and will leave Halifax towards the end of April to enter upon the work of investigation.

* *

The brilliant Canadian prima-donna, Madame Pauline Donalda, will shortly visit her native country, coming from London to attend an official artistic event in Ottawa under the auspices of the Governor-General. It is expected that she will take advantage of her present trip to Canada to visit Montreal and Quebec.

* *

Dr. Symonds, the vicar of Christ Church Cathedral, Montreal, sails early in June for Edinburgh, to attend the great Missionary Conference, to be held in that city. He has been invited by Canon Hensley Henson to preach at St. Margaret's, Westminster, on the last Sunday in June.

* *

Mr. H. H. Smith, of Halifax, leaves at the end of the month for England and the Continent, visiting France, Switzerland, and Italy, accompanied by his daughter.

Sir Thomas Shaughnessy, K.C.V.O., President of the Canadian Pacific Railway, has accepted office as a Vice-President of the Royal Colonial Institute.

*

Miss Dorothy Bright Marks, of Toronto was to sail for England on March 31 with Mr. and Mrs. Harry Paterson.

* *

Mr. F. Parfitt, Mr. Thomas Sheppard, and Mr. and Mrs. S. C. Prior, all of Victoria, are at present visiting England; while Captain and Mrs. Beetham, of the same city, expect to leave in a week or so on a trip to the Old Country.

* *

The Hon. Robert P. Porter is visiting Victoria on his way to Japan as representative of the London *Times* in connection with the Japanese edition which that paper will publish next July. Among the many other English visitors in that town are: Mrs. Woolstone and family, from Huntingdon; Mr. and Mrs. J. Harvey, from Coventry; Mr. and Mrs. E. T. Howell, from Leicestershire; and Mr. and Mrs. T. L. Rushe, from London.

* *

Mr. C. E. Sterling, of London, has been staying at the Windsor Hotel, Montreal.

Mr. M. V. Gore-Langton (late Irish Guards) has left England for Canada for an indefinite time.

* *

Dr. and Mrs. H. B. Yates, of Montreal, have arrived in England.

Captain A. Reid, Mr. A. S. Piers, both of Montreal, and Mr. A. Piers, of Liverpool, were among the passengers on the *Empress of Britain* last week for Halifax and St. John.

* *

The Rev. E. Greaves, of Twyford Vicarage, Buckingham, is leaving in a few days to take up the position of assistant priest at the Church of St. John the Evangelist, Montreal.

* *

Lady Mary Ward, who has been spending some time at Government House, the guest of their Excellencies, has returned to England.

* *

The Hon. Mrs. Lionel Guest, with her son and daughter, is visiting the Countess of Suffolk before going on to Paris.

* *

Lord Aylmer, who has just completed his sixty-eighth year, is a unique figure in the English peerage, for though of ancient English descent he has lived all his life in Canada, as did his father before him. His lordship formerly held the position of Inspector-General of Canadian Militia.

* *

The Hon. L. P. Brodeur, who is at Pinehurst, North Carolina, is rapidly recovering from the effects of his recent illness, and expects to return to Ottawa in three or four weeks.

* *

Canon Ellegood, one of the most prominent of Canadian churchmen, has recently celebrated his eighty-sixth birthday. The Canon was born in Dumfries, N.B., on March 16, 1824, and was ordained to the ministry in 1848, while for forty-six years he has been in charge of the church of St. James the Apostle.

* *

Dr. F. J. Shepherd, of Montreal, has been named a member of the Advisory Art Council to the Government to succeed the late Sir George Drummond.

* *

The engagement is announced of Miss Beatrice Peterson, daughter of Mr. and Mrs. P. A. Peterson, The Cavendish, to Mr. William Redpath, also of Montreal.

* *

Mr. and Mrs. Charles W. Leonard, of London, Ont., announce the engagement of their daughter, Miss Edna Leonard, and Dr. John Gerald FitzGerald, of the University of Toronto. The marriage will take place early in April.

* *

The engagement is announced of Miss Eileen O'Meara, daughter of Mr. and Mrs. D. D. O'Meara, of Quebec, to Mr. Gerald W. Farrell, of Montreal, son of the late Hon. Dr. Farrell, of Halifax.

* *

The marriage of Mr. M. M. English, of Vancouver, and Miss Nicholls, daughter of Major Nicholls, of Victoria, was recently solemnised at Victoria.

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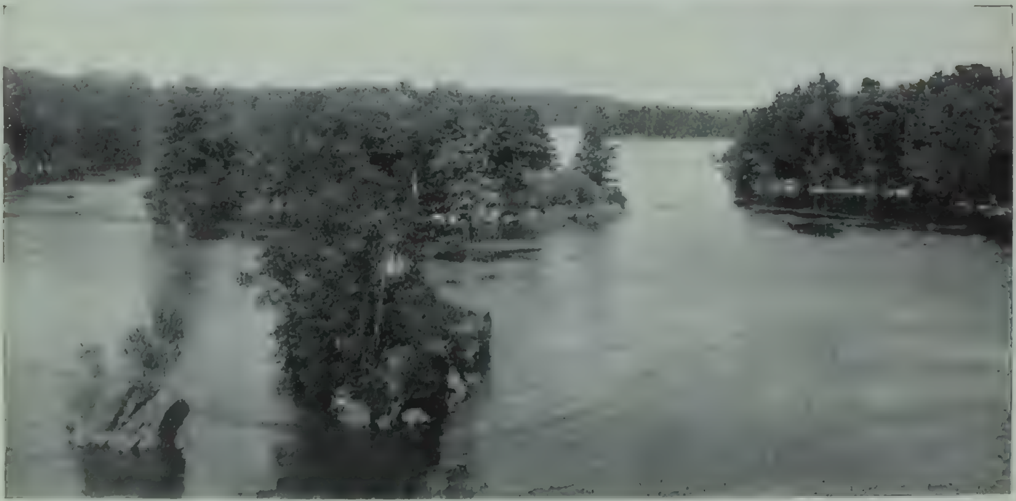

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GRANTRUNK, ANTWERP	**ANTWERP**	Canal des Brasseurs, 19-21	[illegible]
PASSAGE SHEFFIELD	**SHEFFIELD**	7, Haymarket	4203
LUMBERING, BELFAST	**BELFAST**	8, Victoria Street	1971
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GENERAL OFFICES: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

OUR PRIZE WINNER'S TOUR: My Third Thousand Miles in Canada. VIII.

BY WILLIAM BLAYNAY.

WE got away from Kootenay Landing without any delay, but night was upon us shortly after leaving the wharf, and our journey to Nelson took place in the semi-darkness of a waning moon feebly reflected by the snow lying on the mountainous sides of the narrow lake. One stop only was made, and that at Proctor, where mails and passengers were landed and embarked.

Nelson is not a very large place, yet the steamer calls at two wharves there. The first is the "City Wharf," where passengers for the city land. Through passengers for places beyond Nelson are taken to a special wharf nearer the railway station. On this wharf the train is drawn up, so that passengers make but two steps - the first off the boat, the next into the train. This is also the case at the other places where rail and steamer meet. There is not the slightest inconvenience, trouble, or discomfort attached to this lake-and-rail route; indeed, many travellers prefer it to the all-rail route to the coast for the welcome changes it affords.

A BEAUTIFUL SITUATION.

We reached Nelson at 7.30 p.m. Some people like to call it the "Granite City"; others, who think it the best-lighted city in British Columbia, term it the "Electric City:" Nelson, with its population of 7,000, owes its prosperity, its advancement, its well-being, its very existence, to three industries—mining, lumbering, and fruit-growing; though, apparently, only one of these—mining—finds a place in the official seal of the Corporation of the City of Nelson. It is named in honour of a former Lieutenant-Governor of British Columbia, and is built on the side of a mountain overlooking the west arm of Kootenay Lake.

Nothing can surpass the scenic beauty of its situation. Mountains tower above the city on all sides, while at its foot lies the calm blue water of a beautiful lake. So completely is the city imprisoned by the mountains that it is next to impossible for a would-be criminal to get away undetected from the immediate neighbourhood. This fact is recognised by the Board of Trade, in whose office, which is nothing more than a wooden bungalow, I noticed a long shelf loaded with silver cups, silver trophies, and other prizes, to the value of many hundreds of dollars, with nothing between them and a would-be thief but the glass in the window and a door whose lock could be easily opened with the aid of a bit of wire. A chance remark on the evident security of unprotected property in Nelson, and my surprise at seeing so much valuable silver ware in such an unsafe, unguarded position, led to the reply that "they were all perfectly safe, and even if they were stolen, the thief could never get away from Nelson without being caught." Subsequent investigation of the city's position proved the correctness of the statement. There are only three ways out of the place: by the railway, by the lake, or over the mountains. The first two are easily watched, the third is impossible.

LOCAL INDUSTRIES.

When in Nelson, it is possible to live in a house built of local granite and marble, or in one constructed in locally grown lumber turned out of the local saw-mills ready for the carpenter; it is possible to sleep on a mattress placed on a spring frame both of which were made at a local factory; it is possible to eat jam made at a local jam factory from locally grown fruit, and to smoke locally made cigars manufactured from British Columbian tobacco; it is possible to drink beer brewed at the local brewery from British Columbian hops and Albertan barley; it is possible to warm your house with stoves, furnaces, or grates made at the local iron-foundries; it is possible to go out on the lake in a steamer, launch, motor-boat, row-boat, yacht, house-boat, or canoe, each one of which has been built on the spot.

The hotel accommodation at Nelson is excellent, and far superior to that of many Canadian towns of larger size. The C.P.R. railway station is also a model of excellence in every way. In addition to the C.P.R., the city has the benefit of a branch line of the Great Northern running in from the States.

NELSON'S CLIMATE.

Nelson is able—truthfully, I believe—to boast of its climate. It has no extremes: excessive summer heat is tempered by cool breezes from the Lake, and during the winter its mountains protect it from cold, frost-laden winds. A street railway will be in operation in the city before many months have passed, although its usefulness will of necessity be confined to certain thoroughfares more or less adapted to this form of transportation. Abundant power for all purposes is supplied by the municipality from its hydro-electrical plant at Bonnington Falls, on the Kootenay River, nine miles away, where provision is made for greater development as it is required.

The visitor to Nelson is almost unable to realise, until the matter has been explained to him, the difficulty which has been encountered and successfully surmounted in building up such a charming city on the side of a rocky mountain. Grading a town in some parts of Canada is child's play, but in Nelson the task has been no mean one. Creeks 30ft. deep have been filled in, mountain torrents curbed or diverted, retaining walls 30ft. in height built, hills and rocks planed down, and whole streets excavated out of solid rock 20ft. in depth. There is now very little indication in the neat, orderly, well-kept appearance of the city and its streets and walks of these almost herculean undertakings. Building operations are continually proceeding, and the city is being built up in handsome and substantial style, granite and marble being used in the construction of all the larger buildings. In addition to its local resources, the city is the business and judicial centre of the Kootenay district, and branches of several of the more important banks have been established in the city.

A further recommendation of Nelson as a place of residence is the fact that excellent fishing is obtainable in the district, while the sportsman who finds his chief enjoyment behind dog and gun can bring home large bags of small game from the slopes of the hills surrounding the city.

(To be continued)

Photographs illustrating Mr. Blaynay's tour will be found on the middle pages of this number.

CANADA'S RAILWAYS.

Striking Tribute by the Hon. G. P. Graham.

"Canada has a great future. Business men believe that Canada has a great future. They look to the development of the resources of the country." These were the words of the Hon. George P. Graham, Dominion Minister of Railways and Canals, in an address to the members of the Ontario Club at Toronto, in which he demonstrated the part played by his Department in their development.

"We in Canada," Mr. Graham claimed, "have shown more courage than any other land under the sun in improving transportation. The sum of seven hundred and fifty million dollars is the total amount of aid, Federal, Provincial, municipal, in cash and land, and guarantees on bonds, given to the railways in Canada. This was apportioned thus:—Federal aid, $135.549,988; Provincial, $35,588,526; municipalities, $17,824,823. Federal and Provincial Governments have 2,039 miles of railway, at a cost of $111,545.903. If to this the total aid in cash to the Transcontinental were added, it would probably be $425,510,239. In addition to that, the Dominion and Provincial Governments have given in land 55,116,007 acres and $100.000,000 in guarantees. Canals represent a total of $100,000,000. Canada has given railways a total of no less than $750,000,000, or $100 for every man, woman and child in the country. In private capital there is a billion and a half dollars in money in railways. As a result, Canada occupies the position to-day of owning per head of population a greater railway mileage than any other country. That proves that in proportion to our population we have done more than any other country in the world. During the past decade the railway mileage in Canada has increased about 37 per cent. Ten years ago we had 17,000 miles, and to-day we have 24,500 miles of railway. The work is still going on, and the Government cannot cease to give aid where railways are needed. I want to say on behalf of the railways of Canada that, after travelling over the railways of Germany, Holland, France, Ireland, and England, I came back to this country believing that for the money we pay the people of Canada get as good a service as any country in the world."

Proceeding to review the individual lines, Mr. Graham said:—"We have in the Canadian Pacific a line linking the Pacific with the Atlantic. It is not all on Canadian territory, it is true, but that gap will soon be overcome. Then, in addition, there is the Canadian Northern Railway. Two of your prominent citizens are at the head—they are the whole railway, in fact. I am not here to throw bouquets at Mackenzie and Mann, but there exists in the whole Dominion no better line. I have been in Europe and talked with great financiers, and the conclusion I have formed is that William Mackenzie is nothing short of a marvel. In a few years' time their system will form another great link from ocean to ocean. Already there is a line in operation from Ottawa to Quebec. There will shortly be another from Toronto to Ottawa, and it will not be many years before the Canadian Northern will present an unbroken bond from the east to the west. I make bold to say, though I am sure all those present to-night may not agree with me, that I would aid just such a line, because I believe Canada needs another transcontinental system.

"Further, we have the Grand Trunk Pacific. It extends from Moncton, N.B., to Winnipeg, a distance of 1.803 miles, every inch of it traversing Canadian territory. It has been said that the G.T.P. does not reach the Atlantic. That is true; but it does run to Moncton, and some method will certainly be found to extend the main line to the Atlantic coast as well, and that without great delay. And to the Pacific also, so that very shortly there will be three great transcontinental lines carrying our Canadian traffic from coast to coast. The objection has been advanced that all this will cost much money. That is true. Anything that is worth while does cost much. When the Grand Trunk Pacific is completed to Prince Rupert on the west, and possibly Halifax on the east, for that great length it will have no equal on the whole continent. The C.P.R. has spent millions in trying to get a grade anywhere near the one we have on the G.T.P. The grade on the C.P.R. will never be anywhere as good as that on the G.T.P. The curves are appreciably easy, and this means a good deal to the people of Canada. On this line of railway it means a reduction in the price of transportation, and that means money in the pockets of the people. I believe the road will pay. The amount really to be paid by the people of Canada for the benefits of this line will be $30,000,000, if we figure out the amount of benefit in the reduction of the cost of transportation. On one year of grain alone that amount will be more than returned to the people of Canada."

Mr. Graham also devoted attention to the Intercolonial Railway, saying that within the last year the expenses of running had decreased to the extent of $729,000, while the business had increased by $400,000.

The development of the waterways of the Dominion was then touched upon. Canada, he said, had spent $100,000,000 in canals, and must spend millions more. When the Trent Canal was opened up from lake to lake, that country would become one of the greatest tourist resorts of the continent.

Finally, with regard to the construction of the Hudson's Bay Railway, Mr. Graham remarked: "Other Governments have talked about it, but this Government is going to build it."

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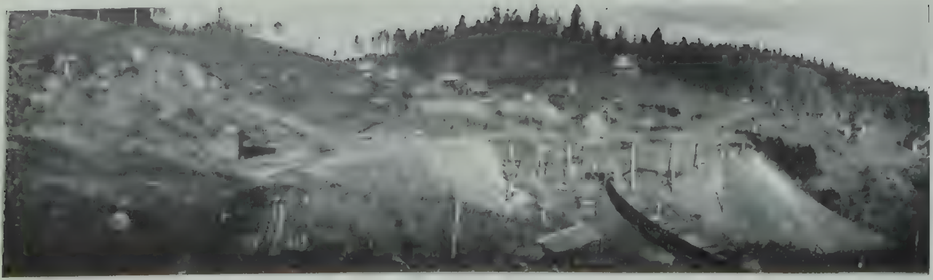
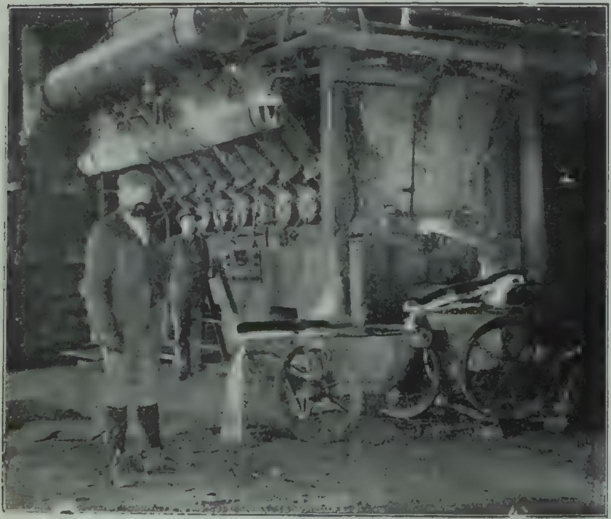


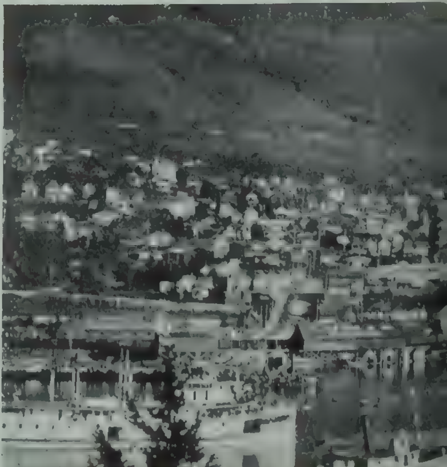
THE SNOWSHOE, A GOLD-SILVER-COPPER MINE IN SOUTHERN BRITISH COLUMBIA.



PART OF THE PLANT AT A COPPER SMELTER.

A WEALTH OF

THE BLUE BELL SILVER MINE ON THE SHORES OF KOOTENAY LAKE.



NELSON,

Winner's
r:

THOUSAND
-VIII.

TYPICAL BRITISH COLUMBIAN SCENERY.

BRITISH COLUMBIA.

THE SMELTER AT TRAIL.

TENAY LAKE

ONE OF THE MANY BEAUTIFUL SPOTS IN THE KOOTENAY DISTRICT.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO PROVINCE.

Ottawa.—The result of the amendments to the Assessment Act approved by the Legislature will mean a reduction in the total assessment on which taxes will be collected in Ottawa of several hundred thousand dollars. Last year the total income assessment was $3.329.725. The amendment raises the exemption for householders from $1.000 to $1,200, and for non-householders to $900 from $700. The amendment will therefore mean a reduction of $660.000. The business assessment for printers and publishers is reduced from 50 to 35 per cent., involving a reduction of probably $20.000 or $25.000.

Toronto.—At a meeting of representatives of the Ontario Liberal party, to consider matters affecting the welfare of the party, the Hon. A. G. Mackay was again elected Leader of the Opposition.

——The city's share of the street railway revenue was $28,000 in February, or almost $5.000 more than the amount received in the corresponding period of last year.

——A new palace is to be built on Wellesley Street, at a cost of $20.000, for Archbishop McEvay.

——Plans are being formulated for the organisation of a new Toronto regiment, the members of which are to be drawn exclusively from the students at the University. A corps of engineers is to be formed from the School of Science and a medical corps drawn from the Medical College. Women students may join as nurses.

The official report of the Temiskaming and Northern Ontario Railway, submitted by the Hon. H. J. Matheson, shows that the freight earnings for 1909 amounted to $944.000 as against $471,000 in the previous year, while the passenger receipts were $592.000 as compared with $566,000 in 1908. The total net earnings for the year, including ore royalties, were $739,451, as against $419,488

London.—The Denton property, on Queen's Avenue, has been purchased by the Masons of London as a site for their new temple, on which work will be commenced at once. The price paid for the property was $11,000.

Brantford.—The Brant County Anti-Tuberculosis Society has been organised here, and plans have been prepared for the erection of a consumptive hospital on Strawberry Hill, on the outskirts of the city. The sum of $10.000 has been already subscribed.

Port Arthur.—Over $1.000 has been subscribed and sixty new members obtained for the local Board of Trade, which desires to obtain permanent quarters this spring. A committee has been appointed to procure a suitable building.

QUEBEC PROVINCE.

Quebec.—The Special Committee chosen to study the amendments to be made to the City Charter has advised the City Council to authorise borrowing power for the sum of $350,000, of which $72,000 will be spent for permanent work on St. Andrew Street.

——Mr. Jos. Ahern, Advocate, of this city, has been appointed Secretary of the Public Utilities Commission.

——The taxpayers of St. Romuald have voted in favour of a by-law authorising the grant of a bonus of $15,000 and exemption from taxes to the St. Lawrence Car Works.

——The Provincial Legislature has been opened here with the usual ceremonial. In the Speech from the Throne it was stated that a court for juvenile offenders would be created. It was also announced that a school of forestry would be considered, and that the Provincial police force would be reorganised on a more practical basis. No mention was made of the Government's policy, requiring the manufacture in the Province of pulpwood from Crown lands, but this has already been announced.

Montreal. With the St. Lawrence already clear between Quebec and Three Rivers, and a distinct movement of ice between Victoria Bridge and Tarte River, indications point to the earliest opening of navigation in the history of Montreal.

Messrs. Asselin and Fournier, who have been long associated with Mr. Henri Bourassa in connection with the cause of Nationalism, have decided to sever their connection with their leader.

At a general meeting of the Canadian Society of Civil Engineers a short time ago the Gzowski silver medal was presented to Prof. Brown, of McGill, he having been awarded the prize by the committee in charge This medal was founded in 1888 by the late Sir Casimir Gzowski, to be given annually to the member of the Society who should present the best paper during the year.

Mr. Isaie Prefontaine, retiring President of the Chambre de Commerce, has been entertained to a banquet in the Place Viger, at which Mr. O. A. Perrault, the new President, presided.

It has been decided by the directors of the Dominion Express Company that there shall be no hotel in the new building to be erected where the St. Lawrence Hall now stands.

Westmount. The annual report on the finances of the city to the local Council shows that the increase in property valuations during the past year was from $19.074.074 to $25,481.802. Against it the indebtedness per head is only $128.51, the total bonded debt of the city, exclusive of that on the electric light plant, being $1,735 000

Sherbrooke.—The officers of the 53rd Regiment are preparing for the holding of a "Canada Fair" and "Made in the Empire" festival here during the month of April. The event will last for a week, and the proceeds will go towards furnishing the rooms of the officers in the new armoury.

——At a recent meeting of the City Council the report of the Finance Committee recommending that the city buy the drop-off water power at Little Lake was sanctioned. The city will pay the British-American Land Company the sum of $9,000 for this power.

——A movement has been started to organise a branch of the Canadian Mining Institute, with headquarters in Sherbrooke.

NOVA SCOTIA.

(From Our Own Correspondent.)

Halifax.

A Bill entitled the Workmen's Compensation Act has been brought before the Provincial House by the Government. It provided that in case of accidental death of an employee who has been engaged for a period of three years or more the employer must pay the deceased's family the sum of $1.000 or the amount of his wages for three years, whichever sum is the larger, but the amount must not exceed $2,000. In case of partial or total disability the injured person shall receive 50 per cent. of his regular weekly wage, the amount not to exceed, however, $5 a week.

The City Council's Committee on Tenders asked for tenders a short time ago for a loan of $21.700, of which $20,000 is for sewers and the balance for the Chebucto School heating. For the loan coupon debentures of $1.000 each will be issued and inscribed stock certificates in multiples of $100, payable on July 1, 1940, interest being at the rate of 4 per cent. per annum, payable half-yearly. The City Treasurer, on behalf of the City Sinking Fund Trustees, offered at par and accrued interest, which was recommended for acceptance.

At a largely attended meeting of the Nova Scotia Society of Engineers, held at the Technical College, Mr. Freeman, of the Halifax Electric Tramway, on behalf of the society, presented an address to the president of the society (Mr. S. Fenn) regretting his departure from Halifax to assume the position of manager of the Direct Cable Company in London.

Nineteen days out from her home port here, after a continuous battle with strong head winds and great seas, the Furness liner *Manchester Skipper* recently made Halifax with a broken propellor.

News of the Province.

Mr. J. A. Legère, of the Marine and Fisheries Department, Halifax, announces that the department has decided to build a life-saving station on Three Islands between Grand Manan and Gannet Rock, which is near the scene of the wreck of the Donaldson liner, when forty-one lives were lost. This site has been chosen after careful investigation, and, it is thought, will be a great aid to navigation in that part of the Bay of Fundy.

Commander Wakeham's report on the lobster-fishing industry of the Bay of Fundy does not appear to meet with the approval of the fishermen interested. It is alleged by the representatives of the Fishermen's Union of Western Nova Scotia that Commander Wakeham has given undue weight to the arguments of parties interested in the packing industry or some big merger reaching out its tentacles to seize the fisheries of the Maritime Provinces.

A report from Sydney states that the Dominion Iron and Steel Company intend to commence the work of sinking two slopes on the areas of the Cumberland Railway and Coal Company, and often referred to as the Cowans and Drummond areas.

At a recent session of the North Sydney Town Council the report of the Finance Committee was read, and that body recommended the borrowing of $18.000 for the following purposes: $2,500 for extension and improvements on streets, $2.000 for water service, $1.500 for sewerage, and $12,000 to provide for the erection of new town hall.

NEW BRUNSWICK.

(From Our Own Correspondent.)

St. John.

The work of the new Advertising Committee of the Board of Trade is already bearing fruit, and a large number of letters have been received by the Secretary in answer to those sent out dealing with St. John's advantages as a favourable location for manufacturing industries. Practically all the inquiries are from the United States, and refer to the fact that the writers have decided to open factories in Canada, the only question now being in which portion of the Dominion they shall locate them. In several cases the writers state that before making a definite decision they intend to send representatives here to look over the situation.

A representative meeting of New Brunswick newspaper men has been held in the Board of Trade rooms, at which the best plans for making New Brunswick more generally known were discussed. The speakers were agreed as to the value to the Province of the tourist travel, but the main idea seemed to be that it was especially desir-

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

able to keep in New Brunswick the young men and women now here. The necessity of finding tenants for the many abandoned farms in the Province also occupied much of the time of discussion. It was shown that New Brunswick farmers are not taking advantage of the market at their very doors. In most of the New Brunswick towns and cities the greater portion of the produce used is imported, whereas it should be raised in the Province.

The s.s. *Mount Temple*, for London and Antwerp, recently took away Canadian goods from this port valued at $471,177, and foreign goods valued at $40.744, making a total of $511,921. Her wheat cargo was 196.205 bushels, in addition to 9,000 sacks of Canadian and 1,000 sacks of American flour.

"St. John, with all its enterprises, has neglected great opportunities. Its position with respect to water power resources is full of possibilities, and if we avail ourselves of them we will assure to our city an industrial future of great promise," said Mr. C. Winter Brown, of the firm of D. F. Brown and Co., in a recent interview. "About the first question a man thinking of starting an enterprise in St. John asks is: 'What is the cost of power?' and as it is almost impossible to give him a definite, much less a satisfactory, answer, efforts to induce him to locate here cease to a large extent to interest him. I am told that within a radius of seven miles it would be possible to secure at least 3,000 horse power. Moreover, between St. John and the Maine border there are many rivers offering excellent opportunities of developing considerably more power than St. John would need for many years to come."

The Provincial Legislature.

The House has agreed to the Bills to allow the town of St. Stephen to issue debentures to take up $15,000, which will fall due in November, and to fix a valuation of $24,000 for twenty years for assessment purposes on the property of the St. Croix Soap Manufacturing Company. The Hon. W. C. H. Grimmer explained, regarding the latter Bill, that the St. Croix Manufacturing Company was one of the most important industries of St. Stephen, and that inducements had been offered by both Montreal and Toronto to take them away from that town. The Bill to allow the town of Woodstock to aid J. D. Dickinson and Sons, Ltd., by guaranteeing their bonds to the extent of $10,000, was also agreed to.

Mr. C. H. Grindrod (Inspector of Schools for the British Board of Education, London), who has been sent to Canada to inquire into the McDonald scheme of training for the improvement of rural schools, has addressed the students of the Normal School. In the course of his speech he said the system of manual training in New Brunswick was highly spoken of outside, and he was glad to note that the literary and other training of students was not being neglected.

Mr. C. H. Thomas has been elected Mayor of Fredericton by acclamation, there being no opposition offered his candidature.

It is estimated that there were 100,000 tons of fresh fish shipped from Kent county from November up to March. The markets included the upper Canadian Provinces and the United States.

Before the Canadian Club of Moncton a short time ago Mr. R. W. Hewson delivered an address on Maritime Union, speaking very strongly in favour of such a move.

PRINCE EDWARD ISLAND.

Charlottetown.—The Seed Fair and Household Science Exhibition, held in Georgetown recently, was a much greater success than even the management could have expected. The exhibits were displayed in the hall, where the fair was formally opened by the Lieutenant-Governor. Addresses were delivered by the Hon. D. A. Mackinnon, the Hon. John Richards (Commissioner of Agriculture), Mr. John E. Sinclair, and Mr. J. A. Clark (Superintendent of the Experimental Farm).

——The Premier, in delivering his Budget speech here recently, estimated the ordinary expenditure at $379,000 and capital expenditure at $29,000, or a total of $408,000, a little more than that for the past year. The estimated revenue is $369,000. Deducting $15.000 placed to the credit of the sinking fund, the probable increase of debt at the end of the year will be $64.000. The education estimate for the coming year is $133,230, more than a third of the revenue.

MANITOBA PROVINCE.

(From Our Own Correspondent.)

Winnipeg.

A number of important measures have been given a third reading and are ready for the assent of the Lieutenant-Governor, while half a dozen Bills have been passed on the second stage. Among these was the Workmen's Compensation Bill, which was sent to the Law Amendments' Committee, and will be considered by them early in the week. The work of the session is now drawing to an end. There will be a big debate, it is expected, on the Government Elevator Bill when it is sent to the House from the Agricultural Committee for a third reading. In answer to Mr. T. H. Johnson, the Hon. G. R. Coldwell stated that if the Grain Elevator Bill did not go through committee the item of $50,000 for maintenance and operation and the $2,000,000 for establishment could be struck out of the supplementary estimates.

The second annual report of the Government system of telephones has been laid on the table of the Provincial House by the Hon. Robt. Rogers. It showed that the total revenue was $788,444, which, deducting the interest on the bonds for the year, leaves the total surplus about $105,000. The year was one of tremendous development, and on capital expenditure there was spent over $950,000. The growth of the system since it was taken over by the Government two years ago has been remarkable. Two years ago there were 140,000 subscribers in the Province; to-day there are 253,000, while long-distance lines have increased from 4,481 miles to 5,180, and the total number of farmer 'phones has more than trebled, being now 7,000.

At a meeting of the officers of the Winnipeg garrison the Western Canada Military Institute was definitely formed and a Board of Provisional Directors elected, with authority to procure incorporation for the institute. All the financial arrangements and estimates have been carefully gone into by experts and approved by them as sound and conservative, so that the future of the institute may be fully assured. The meeting elected the following officers to be the Provisional Board of Directors, with power to complete the incorporation: Lieut.-Colonel W. H. Lindsay, R.O.; Major W. A. Munro, 90th Regiment; Captain A. Mills, R.O.; Captain W. de C. O'Grady, R.O.; Captain Conger, A.P. Corps; Captain A. C. Gray, 18th M.R.; Captain R. G. Affleck, 79th Regiment.

Notice has been given of a Bill to be introduced in the Legislature for the incorporation of the Salvation Army in Manitoba. This will permit the vesting of the property in the name of the Army instead of in the name of the Commissioner as heretofore.

A serious fire occurred here recently, the Farmers' Trading Company's store and stock being totally destroyed. The total loss, which was $20,000, was covered by insurance

The Winnipeg Amateur Driving Club has held its fifth annual meeting in the Empire Hotel, with a large attendance of members.

News of the Province.

Ten thousand horses have been brought to the Manitoba market during the last two months. These horses, at a low estimate, were valued at $300 each, which brings the total value up to $3,000,000. A large proportion of these horses have come to Brandon, many carloads arriving weekly for sale during winter fair time. Well-matched teams are selling daily at from $800 to $1.200, and the demand is brisk. The highest price reported is $1,600 paid for a fine pair of Percheron mares by Mr. Robert Reid, of Forest, a well-known farmer.

The Urban Mutual Fire Insurance Company, of Portage la Prairie, has decided to erect a handsome office building on a site secured for $2,500 in the rear of the post office.

SASKATCHEWAN.

(From Our Own Correspondent.)

Regina.

At a special meeting of the Public School Board tenders submitted for the new public school were opened. The competing firms were as follows: McKay Construction Company, S. Brown (Winnipeg), Saskatchewan Building and Construction Company, Smith Bros. and Wilson, and Wilson and Wilson. The tender has been awarded to the last-mentioned firm. In estimating on the construction of this new school the architects figured the cost at $75,000, while the figure of the contract accepted amounts to $68,750. It is expected that work will commence in the early spring.

Upon the invitation of Mr. W. F. Kerr (president of the Greater Regina Club), the members of the Western Canada Press Association have decided to hold their next year's convention at Regina. The constitution fixes the time for convention as the first Thursday in March, but by a unanimous vote it was decided to waive this provision for Regina next year and to meet at the Saskatchewan capital at the time of the Dominion Exposition.

Mr. T. W. Sheffield, of Hamilton, has been engaged as Publicity Officer for Regina by the Greater Regina Club.

Mr. Joseph E. Thompson, who recently resigned the Commissionership of Industries for Toronto, has declined an offer of $4,000 a year for a similar position in Regina.

News of the Province.

Official information has been received at the Customs Department here that several changes will be made in the Provincial Offices which will materially affect the business of the local office and relieve the amount of labour that is at present conducted in connection with the local Customs Office. After the 1st of April, Saskatoon will be given an office, and Battleford and Prince Albert will then be sub-ports of Saskatoon. Yorkton will probably be left a sub port of Manitoba, as it is at present, until the new line is built from there to Regina, when it will be placed a sub-port of the Regina office. It is also learned from good authority that a sub-port is about to be established at Arcola, which will also be connected with the Regina office.

Mr. S. P. Porter, Deputy Minister of Railways and Telephones, while in Moose Jaw recently, announced that the Department would spend $125,000 in that city this year. A completely new telephone system would be installed and a handsome exchange building erected, a site for which has already been purchased. The Department had also decided to complete the long-distance line to Outlook this year, a distance of 125 miles, and possibly one from Moose Jaw to Swift Current.

ALBERTA PROVINCE.

(From Our Own Correspondent.)

Edmonton.

At a recent meeting of the Council the public works estimates for the current year, totalling nearly a million and a half, were adopted. This amount is to be expended in an extension of Edmonton's municipally owned utilities.

As a result of the conference held between a delegation from the Board of Trade and the City Council, the city has pledged itself to support the Board of Trade in its efforts to carry on a publicity campaign in the interests of Edmonton on a much larger scale than any that has hitherto been attempted. In speaking of the increased grant required this year, Alderman Lundy said subsequently: "I am confident that 75 per cent. of the people across the line do not know whether Edmonton is a province or a city. I would advocate a grant of $15,000 this year, to be supplemented by $5,000 to be raised by the Board of Trade."

Mr. P. Burns, of Calgary, has announced the intention of his company to erect a $500,000 plant here.

Railway Activity in the Province.

The Canadian Northern Railway will build 100 miles west of Edmonton this year, according to officials of the Northern Construction Company, now in the city. Preparations are being made for an early start. The construction company are also planning to complete the Vegreville-Calgary branch this year, and to connect the Goose Lake branch with the Calgary branch.

The Grand Trunk Pacific Railway, on its part, has completed surveys of a branch south from Edmonton on the main line into the coalfields, and on south to the Pembina and Brazeau Rivers, which branch is to be built by Mr. O'Brien, who holds a controlling interest in the Yellowhead Pass Coal Company, which owns large coal areas on the South Pembina branch, to be completed this year.

The revision of the Calgary tax-list has been completed, and the assessment of the city is now finally set down as follows: Value of lots without improvements, $22,469.112; value of buildings or other improvements, $5.754.803; total value of real property, $28.372,415; value of assessable personal property, $2.469.601; total assessment of public school supporters, $27,394,105; total assessment of separate school supporters, $3,417.922; total assessment for all purposes, $30.842.025.

BRITISH COLUMBIA.

Victoria.—The Premier has introduced a Bill in the Legislature to ratify an agreement entered into between the Government and the E. and N. Railway Company on October 31 last, in settlement of long-pending trouble over the rights of Vancouver Island settlers in their land grants.

——The estimates which are at present before the Provincial House have been regarded with interest by the public generally In no respect, however, have this year's estimates been more particularly appreciated by Victorians than as they affect general and systematic salary increases in the Civil Service, the additions to salaries paid in this city, the recipients of which have their homes here, amounting in the aggregate to $61,000 or thereabouts.

——The Deputy Attorney-General will leave for Ottawa shortly, after the prorogation of the House, for the purpose of conferring with the Federal Department of Justice in respect to the stated case to be carried through to the Privy Council, to determine the exact nature of the jurisdiction of the Dominion and the Provinces in regard to the administration of the fisheries. While at the capital Mr. MacLean will attend a conference of provincial Attorneys-General called for the purpose of defining, if possible, the point where the authority of the Provincial Governments ends in the matter of the incorporation of companies.

——At a private informal session the City Council took up the question of civic salaries and decided upon the details of the amendment to the by-law regulating the subject, which will come up for final consideration in the near future. The advances recommended are as follows, with reference to the heads of departments: Comptroller, $3.500 to $3,750; Engineer, $3.000 to $4.000; Medical Health Officer, $3.600 to $3.800; Treasurer, $2,000 to $2.200; City Clerk, $2.000 to $2.400; Accountant, $2,000 to $2.400; Assessment Commissioner, $1.800 to $2,400; Auditor, $1,200 to $1.500.

Vancouver. At the purchase price of $125.000 a deal between the Malahat Sand and Gravel Company, of Victoria, and the Terminal Gravel Company, of Vancouver, has been completed, and the plant and works at Malahat, together with a considerable acreage, have passed into the hands of the Terminal City Company.

The Customs returns for the month of February, 1910, amount to $308.838, not including the proceeds from the Chinese head tax, which brings the total up to $314.858 The returns for the same month last year were 231,342, to which the Chinese contributed $1 520. This shows an increase over February of last year of $83.515. On duty alone the increase is $79,015

The Council has decided to abolish the tax on improvements and buildings for the present year, thus making the entire levy for the general rates to be raised on land values

ABRIDGED PROSPECTUS.

The Prospectus now being issued by

NEWFOUNDLAND OILFIELDS, LIMITED

(Incorporated under the Companies (Consolidation) Act, 1908),

states (*inter alia*):—That the Subscription List Opens this day (Thursday), the 31st day of March, 1910, and will Close on or before Saturday, the 2nd day of April, 1910.

That the Capital is £200,000,

In 200,000 Shares of £1 each, of which 100,000 Shares are set apart for Working Capital and the general purposes of the Company.

80,000 Shares are now offered for subscription at par.

including 50,000 Shares for Working Capital and general purposes. 42,600 Shares are held in reserve and are subject to Calls at Premiums, half at 10s., and half at 20s. per Share, the proceeds of which Shares will be available for further Working Capital.

The 80,000 Shares now offered for Subscription are payable: 2s. 6d. per Share on Application, 5s. per Share on Allotment, 5s. per Share on April 15, 1910, and 7s. 6d. per Share on June 15, 1910.

DIRECTORS.

SIR HENRY ARTHUR BLAKE, G.C.M.G. (formerly Governor of Newfoundland), Myrtle Grove, Youghal.

J. ALLEN BAKER, J.P., M.P. (Chairman, Joseph Baker and Sons, Limited), Donnington, Harlesden, Middlesex.

SIR THOMAS BARCLAY, M.P. (formerly President of the British Chamber of Commerce in Paris), 13, Old Square, Lincoln's Inn, London, W.C., Barrister-at-Law.

HONOURABLE LIONEL HOLLAND (Director, International Maikop, Limited), 14, Buckingham Street, W.C.

WILLIAM SMELLIE (of Meade-King, Robinson, and Co., Oil Merchants), Tower Building, 22, Water Street, Liverpool.

SIR JAMES S. WINTER, K.C.M.G., K.C. (formerly Premier of Newfoundland), St. John's, Newfoundland.

BANKERS.—THE COMMERCIAL BANK OF SCOTLAND, LIMITED, 62, Lombard Street, London, E.C.; Head Office, Edinburgh; Glasgow and other Branches.

SOLICITORS.—WORTHINGTON EVANS, DAUNEY, and CO., 27, Nicholas Lane, London, E.C.

BROKERS.

LONDON.—FOSTER AND BRAITHWAITE, 27, Austin Friars, and Stock Exchange, London, E.C MOY. HARDMAN, AND CO., and H. VANDERVELL, 19, Old Broad Street, and Stock Exchange, London, E.C.

GLASGOW.—E. C. GEDGE AND GREIG, 166, Buchanan Street, and Stock Exchange.

AUDITORS.—FORD, RHODES, AND FORD, C.A., 81, Cannon Street, London, E.C.

COMMERCIAL AGENTS.—MEADE-KING, ROBINSON, AND CO., Oil Merchants, Tower Building, 22, Water Street, Liverpool.

SECRETARY and OFFICES (pro tem.). — ARTHUR DUNCUM, 81, CANNON STREET, LONDON, E.C.

It also states.

OBJECTS.—The Company is formed to acquire oil bearing properties, having a compact area of some 70 square miles, situated on tide water at and around Parsons Pond on the North west coast of Newfoundland, and to develop, work or otherwise deal with the same. It will be seen from the Reports hereinafter referred to that about ten square miles of this territory, immediately adjoining Parsons Pond, has already been proved to be oil-bearing, and can soon be established on a basis of regular production. The remaining 60 square miles surround this area. Important oil and gas indications have been discovered on this land.

The Company will proceed at once to establish a regular production from portions of the proved property immediately adjoining Parsons Pond, and will thereafter extend the area of production and exploit other parts of the property.

GOVERNMENT SUPPORT.—The enterprise enjoys the support of the Newfoundland Government. In order to foster the industry of oil production in the Colony, the Government has consented to grant concessions and guarantees which in general terms are as follows, viz.:—

(1) To impose an import duty upon Petroleum and its products sufficiently effective to protect the local industry against competition from imports from abroad, as soon as, and to the extent to which the Company can produce in Newfoundland petroleum and its products to supply the local demand with as good an article and at as cheap a rate, that is, a bona-fide rate, as the imported article.

(2) To remit or exempt from duty the machinery, plant, and material to be imported for the installation, inauguration, and operation of the enterprise.

(3) That no rate or charge in the nature either of export duty or of an excise duty shall be imposed on the Company's products whether crude or manufactured for a period of ten years, to commence from the date when the Company shall make sales in the market, and has expressed its intention to insert a clause in the next Revenue Act, giving legislative effect thereto.

REPORTS.—The properties have been reported upon on the instructions of the London and Colonial Petroleum Syndicate, Limited, or its predecessors, by Sir Boverton Redwood, D.Sc., etc., Mr. J. D. Henry, Petroleum Experts, London, and Professor James P. Howley, F.G.S., Government Geologist for Newfoundland, from whose Reports the following information about the properties is obtained:—

"Oil was originally discovered at Parsons Pond many years ago, and since then operations have been carried on by individuals and local Syndicates. Professor Howley, in his Report, gives an account of these operations, from which it will be seen that all of the ten wells sunk have yielded oil, despite the lack of skill and experience which characterised the work. In all cases the oil has been of fine quality, and though, owing to want of capital, the operations have been limited to proving the property, and no effort has been made to establish a production (the oil being sold locally), the results obtained have absolutely proved an area of ten square miles—the Parsons Pond territory proper—on which oil exists in payable quantities. The oil-bearing conditions and indications are also known to extend into the remaining large area of 60 square miles.

"QUALITY OF OIL.—The oil from the existing wells is of the finest and most valuable kinds.

"MESSRS. MEADE-KING, ROBINSON, AND CO. (who have been appointed selling agents for the Company), state that they have examined a sample of oil produced in the neighbourhood of Parsons Pond, that the quality is excellent, and that similar oil has been found in Pennsylvania, and for it higher prices have been paid than for other grades produced in the United States of America."

FACILITIES FOR TRANSPORT AND SHIPMENT.—The situation of the Property on the sea, with good anchorage and sufficient water for tank steamers at Cow Head, 16 miles from the centre of the property, to which a level pipe line can be laid (the Company having the necessary rights) gives unique natural facilities for the shipment of oil.

WORKING CAPITAL AND SCHEME OF WORK. Mr. Henry considers that £40,000 is ample to put in producing order at least six of the present Wells, and to drill six new Wells, besides erecting and equipping a power house, laying a 4 inch pipe line to Cow Head, building tanks for storage there, etc. This work could, he says, if taken in hand promptly, be completed by the end of this year, and thereafter further capital could be devoted almost exclusively to the drilling of new Wells. The working capital provided by this issue will be some £50,000, and 42,600 shares are held in reserve for further working capital, and are subject to options at premiums of 10s. and £1 per share.

The minimum subscription is fixed by the Articles of Association at the nominal amount of 100 Shares, but the subscriptions of 80,000 Shares has been guaranteed

Application for shares s[illegible]e made on the form accompanying the Prospectus and sent to the Company's Bankers, together with a remittance of the amount payable on application. Where no allotment is made the deposit will be returned in full, and where the number of shares allotted is less than the number applied for, the balance of the deposit will be applied towards the remaining payments

Prospectuses and Application Forms can be obtained from the Company's Bankers, Brokers, and Solicitors, and at the offices of the Company.

FESTIVAL OF EMPIRE.

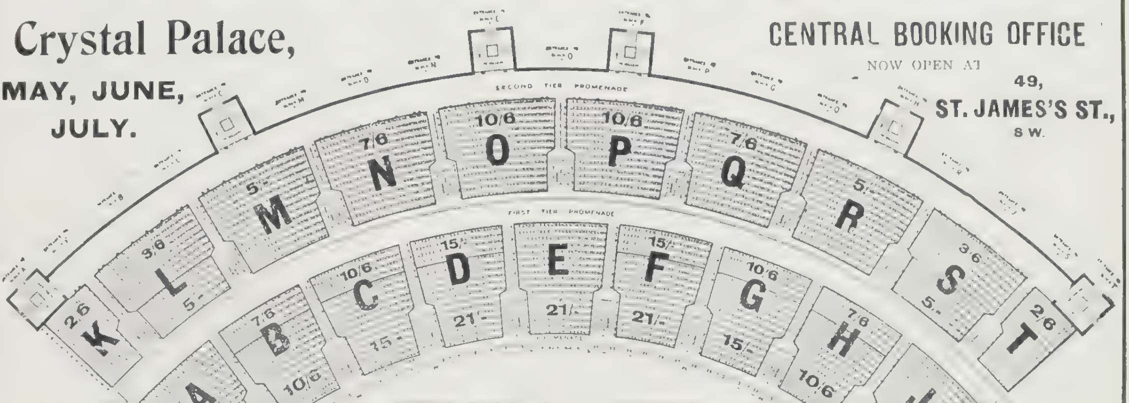
The Pageant of London

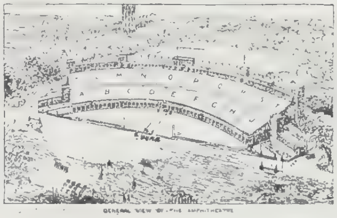
(15,000 PERFORMERS UNDER THE DIRECTION OF MR. FRANK LASCELLES).

Crystal Palace,

MAY, JUNE, JULY.

CENTRAL BOOKING OFFICE
NOW OPEN AT
49, ST. JAMES'S ST., S.W.





M N O P Q
A B C D E F G H
GENERAL VIEW OF THE AMPHITHEATRE

TIMES OF PERFORMANCES:

Mondays, Wednesdays, and Fridays, at 8.
Tuesdays, Thursdays, and Saturdays, at 4.

BOX OFFICE open 10 a.m. to 6 p.m.
Saturday ... 10 a.m. to 3 p.m.

EXHIBITIONS IN THE PALACE. In addition to the Imperial Inventions Section, which is to form a very interesting feature, there will be allotted a few spaces for selected exhibits by the highest class British and Colonial firms. Particulars of these spaces may be obtained on application to the Administration, 49, St. James's Street.

PRICES OF NUMBERED AND RESERVED SEATS.

SINGLE DAY TICKETS: 21/- 15/- 10/6 7/6 5/- 3/6 2/6

Private Boxes, £10 10 0, to seat 6 Persons.

TICKETS, available for Three CONSECUTIVE Days, for the Cycle of Three Pageants, Parts I., II., and III.:

Three 7/6 Seats, 20/- Three 10/6 Seats, 27/6 Three 15/- Seats, 40/-
Three 21/- Seats, 52/6 Three £10 10 0 Private Boxes for £25

Seats may be booked at the Offices of Administration, 49, St. James's Street, London, S.W.

Cheques to be made payable to "Festival of Empire," and crossed "The Union of London and Smiths Bank, E.C."

This Order should be cut out and sent to "The Accountant," 49, St. James's Street, London, S.W.

ORDER FOR SINGLE TICKETS.

Send me .... Tickets as follows:—

DATE.	PRICE.	BLOCK.	ROW.*

Name ....
(Mr., Mrs., or Miss)

Address (in full) ....

....

Date ....

* In case the Row selected is full for the day, the nearest available Seat will be booked.

This Order should be cut out and sent to "The Accountant," 49, St. James's Street, London, S.W.

ORDER FOR THREE-DAY TICKETS.

	DATES.*	PRICE.	BLOCK.	ROW.
1ST DAY				
2ND DAY				
3RD DAY				

Name ....
(Mr., Mrs., or Miss)

Address (in full) ....

....

Date ....

* NOTE.—The dates must be consecutive, commencing either on a Monday or a Thursday

Trade and Business.

COLD STORAGE IN PRINCE EDWARD ISLAND.

In the Prince Edward Island Legislature the Hon. F. L. Haszard, Premier, recently stated that, in order to secure for the Province a cold storage warehouse, the Government are prepared to guarantee the bonds of the Island Cold Storage Company, Ltd., to a certain extent. Some years ago a movement was on foot to secure this cold storage boon, but, despite the fact that the Dominion Government gives a bonus amounting to 30 per cent. of the value of the plant, the people did not have sufficient confidence in the then company, and the undertaking was not carried out. Since then a building has been secured by Messrs. Davis and Fraser, who, in addition to the first cost of the plant, are expending a large amount for putting in an up-to-date equipment.

BUILDERS' EXCHANGES IN CANADA.

Next February the Builders' Exchanges of Canada will hold their annual convention in Winnipeg. The convention will bring into Winnipeg the leading builders of the country from Vancouver to Nova Scotia, and thus the men who are responsible for rearing the splendid structures of stone and steel now rising so rapidly throughout this far-flung land will be gathered together in the West, and many of them will realise for the first time the prosperity and possibilities of Winnipeg. Many new building exchanges are being formed in the rising cities of the West, and the Winnipeg gathering will be the most representative that has been held in Canada.

A NEW SELF-DOCKING FLOATING DOCK LAUNCHED.

The following are the particulars of the new type of floating dry dock which was launched from the yard of Messrs. Swan, Hunter, and Wigham Richardson, Ltd., at Newcastle-on-Tyne, on the same day as the G.T.P. s.s. *Prince George*, an illustration of which appeared in our columns a fortnight ago. The same builders are to construct a floating dock able to accommodate battleships larger than any now afloat. It is understood that this firm is preparing plans for a large floating dock for a Canadian port. The double-sided self-docking floating dock just launched was built to the order of Messrs. Elder, Dempster and Co., of Liverpool. The dock, which has been designed by Messrs. Clark and Stanfield, of Westminster, is of the bolted sectional type, which combines the advantages of the great longitudinal strength of a box type of dock with facility for docking. The dock in question has been constructed in three sections, each of which represents a complete box dock, that is to say with the side walls permanently joined to the bottom pontoon. When it is necessary to effect any repairs to the under-water portion of the dock, the three sections are detached one from another, and any two of them can lift the third section. Among the numerous floating docks built by Messrs. Swan, Hunter, and Wigham Richardson, Ltd., several have been of this bolted sectional type. Of recent examples one was for Wilton's Engineering Co. at Rotterdam, another for the island of Trinidad, and a third was the famous Callao dock, which was safely delivered at Callao, in Peru, involving a tow of about 11,000 miles, including the hazardous passage of the Straits of Magellan. The over-all dimensions of the dock are about 490 feet in length and 95 feet broad. The pumping plant has been supplied by Gwynne's, Ltd., of Hammersmith, and is designed to lift the maximum capacity of the dock in about four hours. The boilers have been supplied by Cochran and Co., Ltd., of Annan, and are placed in houses on the top deck of the walls. The interior of the dock and the exterior portion below the water line have been coated with Cail's bitmo. Specially large mooring bollards are provided on the pontoon. Each of the walls has two mechanical side shores to assist in centring vessels to be docked. A pair of flying gangways or swinging bridges when closed give access from one wall of the dock to the other

TRADE PERSONALIA.

The Automobile Club of Winnipeg has elected the following officers for the current year: Patron, Sir Daniel McMillan, the Lieut.-Governor; honorary president, Mr. R. M. MacLeod; president, Mr. C. H. Newton; first vice-president, Mr. D. B. Sprague; second vice-president, Mr. W. L. Parrish; secretary-treasurer, Mr. W. E. Wright. A vote of thanks to the retiring president, Mr. R. M. MacLeod, was passed unanimously.

Messrs. Clarke, Chapman, and Co., Ltd., general and electrical engineers and boiler-makers, of Victoria Works, Gateshead-on-Tyne, have opened an office at 29, Queen Anne's Chambers, Broadway, Westminster, S.W. This firm is particularly well known in connection with its water-tube boilers (Woodeson's Patent).

Mr. Albert Vickers, the new Chairman of Messrs. Vickers, Sons, and Maxim, Sheffield, at the annual meeting said: As a consolation for the meagreness of trade during the past two years was the fact that their assured prospects were now exceedingly good. The orders they now had in hand reached a higher amount than had ever been attained at any given moment in the company's history. In accepting the resignation of Col. T. E. Vickers as Managing Director since the formation of the company, and its Chairman for thirty-seven years, the shareholders unanimously offered him a pension of £6,000 a year.

The Montreal Board of Trade has elected the following officials for 1910-1911:—Mr. G. L. Cains, president; Mr. J. H. Burland, first vice-president; Mr. R. Wilson ·Reford, second vice-president, and Mr. Norman Wight as treasurer. For the Council twelve members were elected as follows:—Messrs. John Baillie, G. F. Benson, W. M. Botsford, R. A. Brock, D. W. Campbell, R. J. Dale, Huntly R. Drummond, Joseph Ethier, Alex. McLaurin, T. H. Newman, Joseph Quintal, J. A. Vaillancourt.

Plans to put Niagara peaches on the British market are now being discussed with the fruit-growers of the district by Mr. P. W. Hodgetts, of the Agricultural Department of Ontario. The peaches will be packed after the South African plan. Up to the present the Niagara growers have had no organisation for the purpose of shipping.

In the House of Commons at Ottawa further Supplementary Estimates for the current fiscal year have been laid on the table by the Hon. W. S. Fielding, the Minister of Finance. They amount to $2,302,117, and include $16,666 for an additional subsidy to steamship lines between Canada and Mexico, and $15,000 for a steamship service between Canada and Cuba. Mr. Fielding has also given notice of an advance by the Government of a sum of $6,000,000 to the Montreal Harbour Commission to provide additional port facilities.

The steamer *Cape Breton* is now en route to Prince Rupert with a cargo of 6,800 tons of steel rails for the Grand Trunk Pacific Railway Co.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

Thos. Brophy (Brophy, Parsons, and Rolden, Ltd., Montreal)- c.o. J. Edwards, Hart, and Co., 2-4, Carey Lane, E.C.

Wm. Guthrie (S. F. McKinnon and Co., Ltd., Toronto) 35, Milk [illegible]

J. C. Green (J. [illegible] Green and Co., Toronto) 35, Milk Street, E.C.

Colin Cockburn (Cockburn and Rea, Ltd., Toronto)- 35, Milk Street, E.C.

MANCHESTER.

R. H. M. Bremner (fancies and specialties) (Hodgson, Sumner, and Co., Ltd., Montreal) c.o. Globe Packing Co., 56, Bloom Street

R. Wood (The Williams, [illegible], and Rome Co., Ltd., Berlin, Ont.) c.o. Globe Packing Co., 56, Bloom Street

William Macmillan (Gordon, Mackay, and Co., Ltd., Toronto) Office: 56, Bloom Street.

BRADFORD.

J. Glickman (Glickman and Glickman, Montreal) Midland Hotel

Canadian Government TRADE COMMISSIONER SERVICE (IN THE) UNITED KINGDOM.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom:—

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Room 39 and 40, Central House, Birmingham.

E. D. ARNAUD, Sun Buildings, Clare Street, Bristol.

W. G. FISCHER, 87, Union St., Glasgow.

F. A. C. BICKERDIKE, Belfast.

JOSEPH M. MUSSEN, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion

TRADE NOTES.

Flax is grown in the Canadian West for seed, the linseed of commerce, and the straw is destroyed as worthless. A process for treating flax straw has been discovered, by which good fibre for textile purposes can be obtained, and the refuse also utilised for paper-making. A local company in Winnipeg has secured the Canadian rights of the invention, and will build a factory at Port Arthur, where both cheap water, land, and transportation facilities will be available.

The city of Calgary has adopted a motor chemical fire engine of American manufacture, after a ten days' test. The car is a 40 h.p. machine, capable of carrying eleven men and 150 gallons of chemical, besides 200 feet of hose and equipment. It met all the tests put to it, making the guaranteed forty miles an hour on the level and twenty miles on a long 10 per cent. grade. The cost was $6,000.

Mr. O. S. Perrault, the recently elected President of the "Chambre de Commerce of Montreal," in his inaugural address recommended the preparation of a Canadian Commercial Code, which would include a uniform insolvency law for the entire Dominion. "We have arrived at an important period of our commercial evolution," said Mr. Perrault in the course of his address, "and while awaiting the realisation of a permanent Commission of Commerce, as suggested by my predecessor in office, we should study all measures calculated to improve our commercial relations with European countries, and also with South America. I believe especially that Canada should take more advantage of foreign expositions."

The textile and cotton mills in the Province of Quebec are very busy, and prospects are excellent for a continuance of good trade. There is a scarcity of labour at some of the mills of the Dominion Textile and Coloured Cotton Companies.

Railways, Shipping, and Commerce.

GRAND TRUNK RAILWAY EXTENSIONS.

With reference to the application of the Grand Trunk Railway for power to extend its Central Vermont line into the state of Rhode Island, Mr. E. H. Fitzhugh, first vice-president of the G.T.R., stated in Montreal that "The object of the Grand Trunk Railway Company in seeking an entrance to the port of Providence, Rhode Island, by extending its Central Vermont line, is to give the important manufacturing interests of that district, and of the New England States generally, an alternative route to the Canadian North-West, via the Grand Trunk and the Grand Trunk Pacific."

This new route would, it was admitted, says the *Montreal Star*, be in direct competition with the New Haven route, via Buffalo and Chicago, and although opposition on behalf of this railway may be expected, on the other hand the Grand Trunk is assured of considerable support from the general public, for it was officially stated that it is at the earnest request of many manufacturing interests that the present scheme has been entered upon. If the charter for the building of the line goes through—it is now being considered by a committee of the Rhode Island Legislature—then the traffic over the new route will pass over the Central Vermont to Montreal, and thence over the Grand Trunk system to Western Canada and the Western States.

The portion of the new Grand Trunk Pacific Railway generally known as the National Transcontinental Railway, which is to run from Lake Superior Junction to the Atlantic coast, is to be more energetically pushed forward during the coming summer, according to reports from Ottawa. All the grading of the line through the Province of New Brunswick is expected to be completed this year, but the completion of the line in New Brunswick will be delayed by the construction of steel bridges and aqueducts. The bridge over Salmon River, in Victoria County, alone will keep a large erection gang busy all this summer. There will be 7,000 tons of steel in the structure.

THE TORONTO STREET RAILWAY

An Important Legal Decision.

The Judicial Committee of the Privy Council has dismissed the appeal from a judgment of the Court of Appeal for Ontario of September 20, 1909, affirming a decision of the Ontario Railway and Municipal Board. Mr. Eldon Bankes, K.C., and Mr. W. E. Middleton, K.C. (of the Canadian Bar), appeared for the appellants; Sir Robert Finlay, K.C., and Mr. D. L. McCarthy, K.C. (of the Canadian Bar), for the respondents. The arguments were heard in February, when judgment was reserved.

Lord Macnaghten, in delivering judgment, said it was a singular appeal, and, in their opinion, a very idle one. In form it was an appeal from an order of the Court of Appeal for Ontario, dismissing an appeal from an order of the Ontario Railway and Municipal Board. In substance, it was an attempt to impugn an Order of His Majesty in Council and to reopen a question finally determined in a litigation between the parties to the present controversy—the City of Toronto and the Toronto Street Railway Company. The next step was that the railway company made an application to the Railway and Municipal Board to have it declared that the railway company had the right to construct its railway upon the streets which it had selected and which were specified in the application. On that application, which was opposed by the city, the Railway and Municipal Board determined that the company had the right to select the streets mentioned in their application, and so declared. They found that the city had denied the company's right and had prevented the company from using the streets selected for their new lines, and had violated and committed a breach of the agreement which they made with the company. And so, under the authority vested in them by section 63 of the Ontario Railway and Municipal Board Act, 1906, having regard to all the circumstances of the case, they thought it reasonable and expedient in their discretion to enjoin and restrain the city, their servants, and agents from preventing or interfering with the construction by the company of the railway upon the said streets mentioned in the application. A formal order to that effect was passed under the seal of the Board. From that order the city appealed to the Court of Appeal for Ontario.

It is stated in Toronto that, as a result of this final defeat of the claim of the city to decide upon what thoroughfares the Street Railway Company shall operate its services, the Provincial Government will introduce legislation to amend the existing Act which bears upon the subject with a view to giving increased power to the city authorities in its dealings with street railway companies or other corporations holding a franchise.

THE C.P.R. IN BRITISH COLUMBIA

Canadian advices state that the Canadian Pacific Railway is likely to begin the construction of a line this spring over the Hope Mountains, in British Columbia. Two years, it is stated, will see the completion of a direct Canadian Pacific Railway line between Hope and the Kootenays. The Canadian Pacific route is from Hope, a point in the Fraser River Valley west of the Hope Mountains, to Coquehalla Summit, thence down the Coldwater River, a distance of thirteen miles, then over a low divide to Otter Creek, and on into the fertile Similkameen district. From Penticton the line will cross a summit, and, proceeding via the west fork of Kettle River, reach the Canadian Pacific Railway branch line now in operation as far west as Midway, B.C. Over $1,250,000 will be spent by the Canadian Pacific Railway for construction work and improvements to the Vancouver Island road during the next few months.

CANADA AND AUSTRALASIA.

The New Service from Canadian Atlantic Ports.

In connection with the announcement that the Dominion Government has arranged with the New Zealand Shipping Company for a direct monthly service between Atlantic ports of Canada and Australasia, commencing with the departure from Montreal of the s.s. *Rakaia* on May 15, the *Montreal Herald* publishes the following interview with a member of a large shipping firm. "New Zealand some years ago granted Canada a preferential tariff, but owing to the alleged discriminations of the steamship companies operating out of New York by advancing freight rates against the Canadian manufacturers, the effect of the new tariff was nullified. The American manufacturer was thus placed on the same level as the Canadian as far as the New Zealand trade was concerned. It was to do away with this trouble," said the informant of the *Herald*, "that the New Zealand Steamship Company and the Dominion Government came to the new agreement."

The vessels to be employed in the service are approximately 9,000 tons burden each, and are all equipped with the most modern cold storage facilities for the carriage of frozen meats from the Antipodes.

The service will be operated by five steamships, Montreal being the summer port and West St. John the winter port. The names of the vessels are: *Rakaia*, *Whakatane*, *Waimate*, *Papanui*, and *Wakanui*.

The new steamer *Venture*, which left the Clyde on March 19 for Victoria, B.C., returned to her anchorage with machinery out of order. Repairs were effected, and the *Venture* is now on her long voyage to Canadian Pacific waters, where she will be employed in the coasting service.

In addition to seven specially constructed steamers already engaged in carrying ore between Canadian and Newfoundland ports, it is stated that two more larger steamers—12,500 tons deadweight capacity each—are being built on the Wear for the growing trade.

STEAMSHIP SAILINGS.

Allan Line.—From Liverpool to Halifax and St. John:

April 7.—S.S. *Tunisian*.
April 15. R.M.S. *Victorian*.
From London to Quebec and Montreal:—
April 23. S.S. *Corinthian*.
From Glasgow to Halifax:—
April 9. S.S. *Numidian*.

C.P.R. Line.—From Liverpool to Halifax and St. John:—

April 6. S.S. *Lake Erie*.
April 8.—R.M.S. *Empress of Ireland*.

White Star Dominion Line.—From Liverpool to Halifax and Portland:—

April 7—S.S. *Canada*.
April 14—S.S. *Southwark*.

OUTGOING AND INCOMING CANADIAN MAILS.

In addition to the direct Canadian mail from Liverpool via Halifax, despatched from London early on Friday morning, mails for Canada will be despatched from London during the ensuing week as follows: Saturday, April 2, noon, per Cunard R.M.S. *Mauretania*, via Queenstown; Wednesday, April 6, afternoon, per R.M.S. *Oceanic*, via Queenstown; and Saturday, April 9, noon, R.M.S. *Lusitania*, via Queenstown.

The mails due from Canada during the week are:—To-day (Saturday), per R.M.S. *Empress of Ireland*, from Halifax, and per R.M.S. *Oceanic*, via New York; Tuesday, April 5, per R.M.S. *Lusitania*, via New York; Saturday, April 9, per R.M.S. *Victorian*.

TRIAL TRIP S.S. "PRINCE RUPERT."

The s.s. *Prince Rupert*, built by Messrs. Swan, Hunter, and Wigham Richardson, Ltd., of Newcastle, for the British Columbia Coast Service of the Grand Trunk Pacific Railway, underwent her final trial trip on Saturday last. The trial was entirely successful. The steamer left the builders' yard at 11 a.m. for her six hours' endurance trial. The average speed was 18.6 knots per hour. The screws had been standardised on previous runs. The engines ran very easily for six hours at 167 revolutions per minute, which is equivalent to 18.6 knots per hour, thus exceeding the minimum requirements, as per contract of 18¼ knots, by fully ¼ knot. This satisfactory result was obtained under somewhat unfavourable conditions, as the wind blew steadily at from 18 to 20 knots. The engines worked very smoothly, the boilers gave ample supply of steam, and the vessel, which was fully loaded to 15 feet mean draft, was remarkably free from vibration. She will be leaving Newcastle under her own steam within a few days, and will sail to Vancouver viâ the Straits of Magellan, and be placed in service in time for the approaching tourist season.

SHIPPING NOTES.

The Collingwood Shipbuilding Company, of Collingwood, Ontario, has closed a contract with the Playfair Company, of Midland, Ontario, to construct a 10,000-ton steel bulk freighter. The steamer will be 525 feet long with 56 feet beam, and will be the largest steel freight steamship on the Canadian upper lakes.

Plans have been completed for the Grand Trunk Pacific Company's dock at Seattle. It is to be 177ft. by 625ft., with a building three storeys in height, surmounted on the water side by a tower 80ft. high. A new departure in dock construction in Seattle will be a promenade around the top storey 14ft. wide.

The Jebsen Line now run a service of 3,500-ton steamers between Vancouver and Puget Sound ports, San Francisco, and Mexico, to Salina Cruz, to connect there with the Tehuantepec National Railway. Goods are conveyed thence across the isthmus to Puerto Mexico on the Gulf. The company now propose to increase their service by placing on the route other two steamers of larger size, so as to give a fortnightly service between Vancouver and Salina Cruz. Other schemes are being projected for the development of the coastal and Alaskan trades.

NOTES ON INSURANCE.

> "Congratulations on your Insurance article as to investments and their bearing on bonuses. This has so attracted me that I am sending the copy . . . to Mr. ——, our actuary and manager. I am sure there is a vast sum of money which could be attracted into Canadian investments."

The above is typical of a number of congratulatory epistles which have reached us as a result of our efforts to call the attention of the home life offices to the attractive field presented by Canada for the employment of Insurance funds. The writer of the letter from which we take the above extract is a North Country branch manager who recognises the importance of the subject dealt with in previous issues of *Canada*, and whose opinion and encouraging remarks we deeply appreciate. Any suggestions that our insurance readers may make will be welcome, as it is the desire of the writer of these notes to examine the questions dealt with in this column from every possible aspect.

* * *

One correspondent asks us for specific particulars as to the working of a Canadian company. An interesting circular issued by that progressive Colonial office, the Sun Life Assurance Company of Canada, enables us to do this this week. Here we have an office with £6,500,000 of invested funds earning £5 10s. PER CENT. PER ANNUM. Now, how does this work out in practice? Let us test it by one branch of a life assurance company's business—annuities. The following table is self-explanatory:—

Sum required to purchase £100 annuity:

	Age 55.	Age 65.	Age 75.
Sun Life Assurance Company of Canada	£1,214	£895	£613
Average of British Offices	1,307	950	636
Balance in favour of the Canadian Office	£93	£55	£23

The Sun Life Assurance Company, owing to the high rate of interest it earns on its funds, is able to give a higher rate to annuitants than any other company doing business in this country. We propose to deal more fully with the general results achieved by this office in a subsequent article. The above is sufficient to show the liberal terms it is able to offer to those desirous of purchasing annuities.

* * *

We have just received particulars from our Toronto correspondent of the results achieved in 1909 by another Canadian office—the Western Assurance. At the fifty-ninth annual general meeting it was shown that the year under review had been the most profitable in the history of the company, the income amounting to $2,895,184, the losses to $1,497,722, and the expenses to $1,015,816. The resultant net profit was $383,596, equal to 15.34 per cent. on the income, or 13.24 per cent. on the capital stock. Senator George A. Cox told the shareholders that the loss ratio of 47.68 per cent. on the fire business was the lowest in any year since 1860, and that there had only been one other year—1853—since the formation of the company when the percentage had been so favourable to the company. It is to be hoped that the current year will show equally satisfactory results.

* * *

One of the most highly esteemed life offices in Great Britain is the Scottish Widows' Fund Life Assurance Society, whose annual report is now before us. In that period the company achieved a record in the matter of new business, whilst if allowance be made for the cost of the septennial investigation the ratio of expenses would be really below the normal figure. In the matter of interest earned on investments, the result is a credit to the management, for it works out at the high average rate of £4 1s. 9d. per cent., subject to the deduction of income-tax, which, compared with the 3 per cent. rate assumed in the valuation, is a balance of 1 per cent. to the good. This is one of the most satisfactory statements which have yet been published, and fully justifies the continued esteem in which this old-established office is regarded by the public.

* * *

There is much that is good and nothing that is bad in the latest report of the Ocean Accident and Guarantee Corporation, Ltd. The revenue on premiums has increased by £75,605. The premium fund now stands at the large total of £1,477,805.

At the annual meeting of the Council of Physicians and Surgeons of New Brunswick the election of officers resulted as follows:—Pres., Dr. J. H. Gray, Fairville; treas., Dr. Thomas Walker, St John; registrar, Dr. Stewart Skinner, St. John.

The Fruit Growers' Association of N.B. have also held their annual meeting and elected: Pres., Mr. A. C. Moore, St Stephen; vice pres., Mr. W. A. Gilmour, Hampton; treas., Mr. H Ackland, Oromocto; sec., Mr. A. F. Turney, Fredericton

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SIR W. C. MACDONALD.
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SIR W. C. VAN HORNE, K.C.M.G.
Reference may be made to the BANK OF MONTREAL, 47, Threadneedle Street, London, for information about the Company. The Company acts as Agent and Attorney for clients residing in Europe—in the investment of Monies and care of Securities—collection of Revenues, etc., etc.

Nova Scotia Steel and Coal Co.
FIRST MORTGAGE 5 P.C. GOLD BONDS
DUE 1957.
The Company operates a well equipped steel plant near Sydney, N.S., and enjoys the best location for shipping in America. The iron ore deposits largely exceed those of any other Canadian Company.
Extensive coal deposits.
Bond interest earned over three times.
A sinking fund provided.
Price on application to yield over 5 per cent.
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CANADIAN DEBENTURES.
We own and offer debentures of Canadian Municipalities which we unhesitatingly recommend for conservative investors in Great Britain.
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The same can be supplied to yield the investor from 4% to 5%.
CORRESPONDENCE SOLICITED.
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Canadian Finance: WEEKLY REPORTS FROM OUR OWN CORRESPONDENTS.

THE LONDON MARKET.

LONDON, Wednesday.

Stock Exchange Settling Days.—Consols: Wednesday, April 6; Thursday, May 5.

Continuation Days.	Ticket Days.	Pay Days.
Wed., Apl. 13	Thurs., Apl. 14	Fri., Apl. 15
Wed., Apl. 27	Thurs., Apl. 28	Fri., Apl. 29
Tues., May 10	Wed., May 11	Thurs., May 12

In Mining Shares the next carry-over days are, Tuesday, April 12; Tuesday, April 26; Monday, May 9, and Tuesday, May 24.

The Stock Exchange has not been active during the past week, owing to the incidence of the Easter holidays, for which the "house" was closed from Thursday evening to Tuesday morning. On the whole the tone has been good, despite adverse monetary developments and the uncertainty of the political outlook. Americans have showed weakness at times on Wall Street advices. Canadian securities have worn a quiet appearance with other things. The gilt-edged securities of the Dominion have been dull, Canada Threes going back ½ to 91¾, while Montreal and Winnipeg Fours are each a point lower. Among Railways, both Canadian Pacific and Grand Trunk stocks responded moderately after the holidays to the satisfactory showings made by the February revenue statements. The Canadian Pacific net result for the month was an increase of $724,000, while the Grand Trunk combined system had a net gain of £32,100. Canadas, on balance, are a small fraction better, while Grand Trunk quotations are unchanged to ¾ up. Grand Trunk Pacific Three per Cent. Bonds have shed ½. Hudson's Bays have been the feature in the land share group, the quotation having scored a further rise of 5½ on various rumours, chief among which has been one relating to an alleged share splitting scheme, while another forecasts changes in the directorate, a course indicated as probable in *Canada* some months ago. Movements among miscellaneous descriptions have rarely been important. Lake Superior shares have given way 1¼, and Canadian General Electrics 1. Ogilvie Flour Common, however, has added 1. Among South American tractions, Mexico Trams are 1 down.

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OUR TORONTO LETTER.

TORONTO, WEDNESDAY.

Mr. Hopewell, the Mayor of Ottawa, in discussing the city's prospective financial requirements for the current year with a newspaper representative, said that Ottawa's credit was so good that the city authorities fully expect to receive par for the $1,000,000—approximately—of 4 per cent. bonds which will likely be issued in 1910, an opinion in which Mr. Ellis, the City Treasurer, concurs. London financial houses interested in the bond business will be glad to learn that it is the intention of the city to issue the new bonds on unvarying conditions which will place London, New York, and Canadian brokers on an equal basis. The City Treasurer does not lend a friendly ear to the recommendation that the bonds should be issued in small lots to private investors, being of the opinion that only a small amount could be issued in this way. It is the opinion of those who follow the bond market closely that this year's issues will be disposed of in Canada, if not actually in Ottawa itself.

Canadian General Electric's Prosperity.

It is thought likely that the statement of the Canadian General Electric Company, shortly due, will prove very satisfactory. This view is supported by the liberal spirit in which the company has treated its foundry employees lately as a result of the prosperity it has experienced. A quarterly dividend of 1¾ per cent. has been declared on the Common, and half-yearly of 3½ per cent. on the Preferred stock, which should be gratifying to the large number of British investors interested in this company.

Canada Cement Company's Progress.

Another concern which is said to be making substantial progress is the Canada Cement Company. Some very large purchases have recently been made of the Preferred stock by several British capitalists, and it is considered that they are not likely to have taken such large lines of stock if they had not been assured that the merger was doing good business. February has been a busy month with the management, and it is said that the contracts recently booked at prices varying from $1.35 to $1.40 per barrel will enable the company to keep pretty well all its mills working at full capacity. One authority "learns from a very reliable source that the first payment of 1¾ per cent., or 7 per cent. per annum, will be made on May 15."

Steel-Coal Affairs.

Reference has already been made to the decision of the Steel Company to pay off its arrears of Preferred dividends, and a résumé of the statement given by Mr. Plummer with regard to the adjustment of the Steel Company's claim against the Coal Company has been sent to you.* It is given out that the data upon which the terms of merger will be settled will be announced as soon as the analysis can be completed. In the meantime the Coal Company has decided to postpone its annual meeting until all these matters are completed.

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* Held over through pressure upon our space. It appears this week on page 413.—ED. *Canada.*

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NEW ISSUE.

On another page will be found particulars of an issue of 80,000 £1 shares by the Newfoundland Oilfields, Ltd., a company formed to acquire and develop oil-bearing properties having an area of some seventy square miles situated on the North-west coast of Newfoundland. The directors include Sir Henry Arthur Blake, G.C.M.G., formerly Governor of Newfoundland, Mr. J. Allen Baker, M.P., and Sir James S. Winter, K.C.M.G., formerly Premier of the Colony, and the bankers are the Commercial Bank of Scotland. The enterprise enjoys the support of the Newfoundland Government, which, in order to foster the oil production industry, has made various concessions and given guarantees of which the present company has the full benefit. Excellent reports upon the oil-bearing qualities of the property have been made by several experts.

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GOLDSMITHS' & SILVERSMITHS' CO., LTD.

The ordinary general meeting of the Goldsmiths' and Silversmiths' Co., Ltd., was held at Queen's Hall on Tuesday of last week, Mr. Courtauld Thompson presiding. The Chairman, in moving the adoption of the report, said the directors were recommending a dividend at the rate of 7½ per cent. on the ordinary shares, and that £5,000 be carried to the reserve fund, raising it to £95,000. This result was satisfactory, having regard to all the circumstances. Their policy was not to make large profits out of their customers, but to sell all their goods at the lowest possible prices consistent with the highest quality, material, and workmanship. During the year they had secured a number of important orders in open competition with English and Continental houses. Dealing with the balance-sheet, the Chairman said that their trade had been fully maintained, and he thought that they might justly claim that they were in a strong financial position. He added that since the close of the financial year trade had shown a marked improvement over the corresponding period of last year. (Applause.) The report and accounts were unanimously adopted.

RAILWAY EARNINGS & EXPENSES FOR THE MONTHS OF FEB., 1910-9.

RAILWAY.	1910	1909
Grand Trunk.		
Gross Receipts	£461,900	£403,700
Working Expenses	£383,400	£337,700
Net Profit	£78,500	£66,000
Canada Atlantic.		
Gross Receipts	£23,900	£21,900
Working Expenses	£22,900	£24,800
Net Profit	£1,000	Dr. £2,900
Grand Trunk Western.		
Gross Receipts	£94,700	£72,300
Working Expenses	£76,400	£65,100
Net Profit	£18,300	£6,200
Detroit Grand Haven and Milwaukee.		
Gross Receipts	£28,800	£21,700
Working Expenses	£24,300	£20,800
Net Profit	£4,500	£900
Canadian Pacific.		
Gross Earnings...	$5,992,000	$4,966,000
Working Expenses	$4,505,000	$4,204,000
Net Earnings	[illegible]	$762,000
Canadian Northern.		
Gross Earnings...	[illegible]	$502,600
Working Expenses	[illegible]	$409.200
Net Earnings	[illegible]	$93,400

THE
INVESTMENT
TRUST
COMPANY,
LIMITED.

Information on all Canadian Securities gladly furnished. Send for our List Canadian Corporation Bonds.

DIRECTORS.

President ... ... **K. W. BLACKWELL**
(Director Merchants' Bank of Canada, Vice-President Montreal Street Ry. Co.)
Vice-President ... ... **J. P. BLACK**
(Director Dominion Textile Co.)
JAS. REID WILSON (Dir. Dominion Coal Co.).
R. McD. PATERSON (Dir. Montreal Steel Works)
W. M. DOBELL (of Dobell, Beckett & Co., Quebec).
A. J. NESBITT, Man. Director.

Montreal, Canada.

FOUR PER CENT. DEBENTURES.
THE
CENTRAL CANADA LOAN AND SAVINGS COMPANY.
Subscribed Capital, £513,698. Paid-up Capital, £308,219.
Reserve Fund, £256,849. Total Assets, £1,770,803.
President, Hon. GEORGE A. COX, Senator, Toronto.
This Company is at present receiving LOANS on Debenture at Four per Cent. for Three to Five Years.
FINLAYSON, AULD & MACKECHNIE, Writers,
Chief Agents in Great Britain,
144, St. Vincent Street, Glasgow

THE ENGLISH ASSOCIATION OF AMERICAN BOND AND SHAREHOLDERS, LIMITED.
5, Great Winchester Street London.
ACTS AS TRUSTEE FOR DEBENTURE ISSUES, &c.

Also as Agent for American and Canadian Companies desiring representation in Great Britain; transmits to America and Canada Shares of Railway and other Companies for registration; undertakes the Collection of Dividends and Rights to New Issues, and Cashes Coupons, Drawn Bonds, Dollar Drafts, &c.

TRUSTEES AND DIRECTORS.
Alfred W. Smithers, Esq., Chairman, London.
Thomas P. Fowler, Esq., New York.
Walter Lindley Esq., London.
Thomas Reynolds, Esq., London.
Rt. Hon. Lord Welby of Allington, G.C.B., London.
MANAGER.—T. Lindley, A.C.A., F.C.I.S.

Full particulars can be obtained on application.
CHAS. D. BRASSEY, F.C.I.S., Secretary.

CANADIAN SECURITIES.

With Highest and Lowest Prices.

The prices are, in all cases except those marked with an asterisk, in the English equivalent. In reading the prices it should be remembered that in Canada shares are quoted at so much per cent. on an assumed par value of $100 each

	1908 High	1908 Low	1909 High	1909 Low	1910 Latest Price.
GOV. & MUNICIPAL ISSUES.					
Canada 3	97	91	91½	[illegible]	92.91
" 3½ Reg.	102	92½	101	97	[illegible].100
" 3½ Bonds	102	[illegible]	[illegible]	100	[illegible]
Alberta, 1938	Iss.	[illegible]	102	99	[illegible]
British Columbia, 1917	[illegible]	96	107	102	105.103
Manitoba 4 Bds, 1947	102	95	91	100	104.102
Nova Scotia 3½	95	90	95	92	91½.[illegible]
Ontario (Pr.) 3½	[illegible]	91	97	92½	95½.91
Quebec (Pr.) 3	85½	81	87	83	85½ [illegible]xd
Saskatchewan 4, 1914	Iss.	[illegible]	[illegible]	99½	103½.102½
Calgary (C.) 4½ Debs.	104	98½	106	100	106.104
Edmonton 4, 1915-47	105	103½	109	105	104.103
Hamilton (C.) 4 Deb. 1934	102	98	10[illegible]	99	102.100
Montreal (C.) 4 Deb. 1932	107	99	106	102	107.105
Ottawa 4½, 1913	104	100	105	100	10[illegible].101
Quebec (C.) 4 Debs.	103	99	101	100	1[illegible].101
Regina (C.) 5, 1923-32	107	101	109	105	107.105
St. John, N.B. 4, 1934	103	97	103	99	101.99
Saskatoon (C.) 5, 1938	105½	101	107	102	109.107
Sherbrooke (C.) 4½ Deb., 1933	—	—	105	101	105.103
Toronto (C.) 4 Stg Bds.	103	99	106	99	103.102
Vancouver (C.) 4 Deb., 1947-9	101½	99	104	99	103.102
Victoria (C.) 4 Debs., 1933-5	[illegible]	90½	102½	99	10[illegible].100
Winnipeg (C.) 4 Deb.	103	97	104	99	104.102xd
BANKS.					
B. N. A.	147	141	155	14[illegible]	147.146
*Commerce	171	153	[illegible]	171½	[illegible]
Dominion	225	221½	242	210	24[illegible].2[illegible]
Imperial	218½	218½	225½	220½	240.23[illegible]
*Merchants	160	151	17[illegible]	160	177.176
*Molsons	207	165	211	[illegible]	20[illegible].205
Montreal	250	225	251½	245	261.260
*Ottawa	205	206	213	210	210
*Royal	233	211½	[illegible]	212	232.230
*Toronto	220½	201½	227	210½	220.217
INDUSTRIALS.					
Bell Telephone	143	115	150	138	152.151
Canadian Car Co.	Iss.	[illegible]	—		71.70
Canada Cement Com.	Iss.	[illegible]			22.[illegible]
" " Pref.	Iss.	[illegible]		—	91.90
*Canadian Col. Cot. M.	50½	47½	[illegible]	47	65.63
Canadian G. El. C.	[illegible]	[illegible]	127	101½	117.116xd
*Canadian Marconi	1.50	1.5	—	—	—
*Consumers Gas	19[illegible]	182	[illegible]	[illegible]	[illegible]
*Crow's Nest Pass Coal	130	120	[illegible]	7[illegible]	[illegible].82
Dominion Coal Com.	70½	37	[illegible]	43	[illegible]
* " Pref.	112	[illegible]	[illegible]	[illegible]	[illegible].113
Dominion I. & S. Com.	25	12	[illegible]	[illegible]	71.70
" " Pref.	[illegible]	30	[illegible]	66½	141.14[illegible]
*Dominion Textile Com	17	12	79½	57½	76.75
* " " Pref.	[illegible]	75	[illegible]	95	110½.10[illegible]
Electrical Devel. of Ont.	28	16	[illegible]	[illegible]	—
Halifax Electric	104½	87½	122	[illegible]	124.122
Internat. Coal & Coke	[illegible]	65	—	—	[illegible]
*Internat. Portland Cem.	122	[illegible]			17[illegible]
*Lake of the Woods Com.	95½	71	145½	97½	[illegible].150
* " " Pref.	119	[illegible]	[illegible]	118	127.124
*Laurentide Paper Com	112	93	[illegible]	112	132.1[illegible]
* " Pref.	118	101	131½	[illegible]	[illegible]
Mackay Co's. Com.	77⅞	[illegible]	[illegible]	[illegible]	[illegible]
" Pref.	71	[illegible]	77	[illegible]	[illegible]
Mexican L. & P. Com	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mexico Tram.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
*Montreal Cotton	125	[illegible]	[illegible]	117	135.1[illegible]
Montreal L. H. & P.	[illegible]	[illegible]	[illegible]	[illegible]	141.140
*Montreal Steel Com	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
* " Pref	112	[illegible]	117	[illegible]	[illegible].117
Montreal Street	[illegible]	[illegible]	[illegible]	[illegible]	[illegible].236
*Montreal Tele	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
*Northern Nav.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible].109
N. S. Steel & Coal Com.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
* " " Pref	119	[illegible]	[illegible]	[illegible]	121
Ogilvie Flour Com	[illegible]	[illegible]	131½	[illegible]	[illegible]
" Pref	[illegible]	111	[illegible]	[illegible]	[illegible]
*Penman's Ltd. Com	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
* " Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Richelieu & Ont. N.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rio de Janeiro T.	82	29½	107	87	98½.97½
St. John Ry.	125	110	—	—	101
St. Lawrence & Chicago Na.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sao Paulo	157	113	163	148½	152½.150½xd
Shawinigan W. & P.	81	55	105	80½	105.104
*Toronto Electric Light	—	—	—	—	121.120
Toronto Ry.	115½	94	127⅞	107¾	128.127
Winnipeg Elec.	171½	123½	190½	156½	183.182
RAILWAYS.					
Alberta Ry	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Deb	[illegible]	[illegible]	107	[illegible]	[illegible]
Can. North. 4 Perp. Deb.	[illegible]	[illegible]	[illegible]	[illegible]	95½.94½
C. P. R.	[illegible]	[illegible]	[illegible]	[illegible]	184½.184¼
Dominion Atl. Ord.	15	[illegible]	17	12	18.15
" Pref	[illegible]	[illegible]	47	[illegible]	[illegible]
Gd. Trunk Pac. 3% 1st M.	86⅞	83½	88½	82	84.83
" 4% Bds. "A"	100½	91½	97½	91	98.96
Grand Trunk	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 4 Guar.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 1st Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 2nd Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 3rd Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Minn St. P. & S. S. M. Com.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " Pref	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec Cen. N. Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quebec & L. St. John Inc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
White Pass	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	1908 High	1908 Low	1909 High	1909 Low	1910. Latest Price.
LOAN COMPANIES					
*B.C. Permnt. Loan & S.	—				
*Canada Landed	120	113½	[illegible]	[illegible]	160
*Canada Perm. Mort.	120½	111½	[illegible]	[illegible]	1[illegible]7
*Canadian Savings & Loan	—	—	—	—	
*Cent. Canada L. & S.	—	—	—		175
*Dom. Savings & Invest	72	70	72	70½	75.71
*Imperial Loan & Invest	70	70		—	75
*London & Can. L. & A.	100	95	115	107	111
*Montreal Trust & Mort	132	132	141½	132	132
*National Trust of Ont.	150	148	200	170	195.194
*Toronto General Trusts	150	143	165	150	170.167
*Toronto Mortgage	107	104	130	114	140.137
*Toronto Savings & Loan	126	110	—	—	126
LAND COS., Etc.					
Canada Co.	31	24	31	25	29.25
Can. North Pr. L.	45/	32/6	47/6	42/6	48/9.46/3
Canada N.W.L.	$113	$65	$11[illegible]	$95	$1[illegible].0.99
Hudson's Bay	92	73	99	75	108.106
S. Alberta	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Western Canada	[illegible]	1⅞	1⅝	1	[illegible] 1⅞
BONDS.					
*Bell Telephone	104	98½	104⅝	104½	105
*Canadian Col Cot.	100	[illegible]	100	95	101.100
Canadian Iron Corp.	Iss.	1908	103	94	105½.104½
Dominion Coal	94	87	98½	90	103.1[illegible]2
*Dominion Cotton	98½	91	105	99	105.102
Dominion Iron & Steel	80½	70½	97½	77½	100.99
*Dominion Textile "A"	98	80½	[illegible]	91½	97.95
* " " "B"	97	83½	100	92	100.98
* " " "C"	96½	82	100	90	97.9[illegible]
* " " "D"	98	85	104	93	97.96
Electrical Devel. of Ont.	88	70	90	81	83.80
*Lake of the Woods Co	117½	102½	112	104	113.111
Lake Superior Co.	Iss.	1900	90½	88	91½.9[illegible]
*Laurentide Paper	112	104	114	100	111.108
Mexican Electric Light	[illegible]	73⅞	87⅜	79	86.85
Mexican L. & P.	90	80½	[illegible]	80	91.90
Montreal L., H., & P.	101	91½	100½	98½	100.98
*Montreal Street	100	95½	102½	99½	101.98
*N.S. Steel & Coal 1st M.	110	103	110½	107	109.108
* " " Consols	103½	[illegible]	109	104	110.109
*Ogilvie Flour Ord	113½	105	115	108	112
" " 1st M. "B"	106½	105	112½	106½	112
Rio de Janeiro 1st Mort.	92½	72	[illegible]	90	97½.96½
Sao Paulo	97	90⅞	105	90½	103½.102½
Winnipeg	106	99	[illegible]	102½	107.106
W. Canada Flour Mills	Iss.	1908	107	98	106.104
W. Kootenay Power Bds.	—	—			109.106

COBALT SHARES.

"Canada" quotes the shares of those companies which are shipping ore.

The following were the quotations at Toronto on March 22:—

	Issued Capital	Par Value	Sellers	Buyers
Buffalo Mines Co.	$900,000	$1.00	$2.55	2.40
Chambers-Ferland	2,311,000	1.00	.40½	.3[illegible]
Cobalt Central	4,761,500	1.00	.18	.17½
Cobalt Lake	3,930,866	1.00	.25	.24
Silver Queen	1,500,000	1.00	.1[illegible]	.17
Coniagas	4,000,000	5.00	5.55	—
Foster Cobalt	915,518	1.00	.2[illegible]	.24
Green Meehan	1,500,000	1.00	.[illegible]	[illegible]
Kerr Lake	3,000,000	5.00	.85	[illegible]
McKinley Darragh	2,246,957	1.00	[illegible]	.9[illegible]
Nova Scotia	1,000,000	1.00	.42½	[illegible]
Peterson Lake	2,[illegible]1,520	1.00	[illegible]	.26½
Silver Leaf	5,000,000	1.00	.11	[illegible]
Temiskaming	2,5[illegible]	1.00	[illegible]	[illegible]
Trethewey	[illegible],150	1.00	1.[illegible]	[illegible]
Nipissing	6,000,000	5.00	10.[illegible]	10.12½
	Nom. cap			
La Rose	7,500,000	5.00	4.58	4.56
Watts	1,000,000	1.00	.13	[illegible]
Crown Reserve	2,000,000	1.00	[illegible]	[illegible]
Little Nipissing	1,000,000	1.00	.2[illegible]	[illegible]7

Canadian Railway Revenue Statistics

Name of Railway.	Seven Days Ending March 21	Compared with Corresponding Seven Days Last Year. Increase.	Decrease.
Canadian Pacific	$1,[illegible]	$[illegible]	[illegible]
Grand Trunk	£[illegible]	£17,433	—
Canada Atlantic	£[illegible]	£1,[illegible]	—
Grand Trunk Western	£[illegible],322	£[illegible]	
Detroit Grand Haven	£7,[illegible]	£1,775	
Quebec Central	$41,347	—	$1,[illegible]
Mexican	$167,700	$28,300	—
Alberta	$8,443	$2,356	—
Canadian Northern	$2[illegible]	$[illegible]	—

Crow's Nest Pass Coal.—The report for 1909 shows that net profits from all sources of operation for the year were $[illegible]45,129. The directors, the report says, have not considered the time opportune for the resumption of dividend payments, and had therefore transferred the sum of $156,025 to the credit of profit and loss account. Since June last the tonnage of coal mined has greatly exceeded the tonnage of previous years. The total [illegible] $7[illegible].

PUBLIC NOTICES.

THE SHAWINIGAN WATER AND POWER CO. (CANADA).

Notice is hereby given that a Dividend has been declared of One per Cent. for the Quarter ending March 31 on the Capital Stock, payable on April 20, to all Shareholders on the Register on April 7, 1910.

For The British Empire Trust Company, Limited, Registrars and General Secretaries in Europe for the Shawinigan Water and Power Company.

T. W. BONNER, Secretary.

March 2[illegible], 1910.

TO THE HOLDERS OF

PRIOR LIEN BONDS OF THE QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY OF CANADA.

Dear Sir or Madam,—

We beg to inform you that by a Resolution passed at a General Meeting of the holders of Prior Lien Bonds of the above Company held on the 21st inst., we were appointed a Committee to represent the interests of the Prior Lien Bondholders, with authority to take such steps as might be necessary to protect the interests of such Bondholders as a separate class.

The position of the Prior Lien Bondholders is receiving our careful consideration, and in view of any steps which may have to be taken we now invite you to deposit your Bonds with Messrs. Glyn, Mills, Currie, and Co., Lombard Street, E.C., to the order of the Committee, who will issue in exchange therefor Certificates of deposit to bearer. The Bonds will thus be vested in the Committee, subject to the conditions which will be found printed on the back of the deposit form enclosed, and the Committee will be in a position to take any necessary step for the protection of the Bondholders' interests.

The Committee are pleased to state that they have made arrangements with Messrs. Coates, Son, and Co., 99, Gresham Street, for the sale to them, at par, less Income tax, of all Coupons on Bonds deposited to the order of this Committee, representing interest due 1st April, 1910.

It is proposed to make application for a Stock Exchange quotation in the Committee Certificates at an early date.

You are, therefore, requested to fill up the deposit form (copies of which can be obtained from the Secretary, as below), and forward same with your Bonds to Messrs. Glyn, Mills, Currie, and Co., Lombard Street, London, E.C., at the earliest possible date, and in any event not later than the first day of May next.

All communications should be addressed to the Secretary to the Committee, Mr. W. H. Beesett, 99, Gresham Street, London, E.C., who will supply any further information which is desired.

We are, Dear Sir (or Madam),
Yours obediently,
CHAS. A. HANSON, Chairman.
B. NEWGASS.
R. W. COOPER.
R. L. HUNTER.
A. W. MACONOCHIE.

9[illegible], Gresham Street, London, E.C.,
2[illegible] March, 1910.

OTTAWA—

H. H. HANSARD & CO.,

Bankers & Brokers.

PARLIAMENTARY. FINANCIAL.

Cobalts a Specialty. OTTAWA, Canada.

THE BANK OF TORONTO.

Head Office TORONTO, CANADA.

Capital $4,000,000

Reserve Fund $4,818,871

79 Branches throughout Canada.

London Agents: The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). Reserve Fund: $6,000,000 (£1,232,876)

President B. E. WALKER, C.V.O., LL.D. **HEAD OFFICE TORONTO.** General Manager ALEXANDER LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook
Creston
Dawson
Fernie
Greenwood
Kamloops
Ladysmith
Mission City
Nanaimo
Nakusp
Nelson
New Westminster
Penticton
Prince Rupert
Princeton
Revelstoke
Vancouver (4 offices)
Victoria
White Horse

WESTERN PROVINCES

Bawlf
Brandon
Broderick
Calgary
" (East)
" (South)
Canora
Carman
Carmangay
Claresholm
Cleverville
Crossfield
Dauphin
Delisle
Drinkwater
Durban
Edmonton
Elbow
Elfros
Elgin
Elkhorn
Gilbert Plains
Gleichen
Grandview
Granum
Hardisty
Hawarden
Herbert
High River
Humboldt
Innisfail
Innisfree
Kamsack
Kindersley
Langham
Lanigan
Lashburn
Lethbridge
Lloydminster
Macleod
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Melfort
Melville
Milestone
Milk River
Monarch
Moose Jaw
Moosomin
Nanton
Neepawa
Nokomis
N'th Battleford
Olds
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Provost
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Regina
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Saskatoon
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Stavely
Stony Plain
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Vermilion
Virden
Vonda
Wadena
Warner
Watrous
Watson
Wetaskiwin
Weyburn
Wilcox
Winnipeg (7 offices)
Yellowgrass
Yorkton

ONTARIO AND QUEBEC

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Barrie
Belleville
Berlin
Blenheim
Brantford
Cayuga
Chatham
Cobalt
Collingwood
Crediton
Dresden
Dundas
Dunnville
Elk Lake
Exeter
Forest
Fort Frances
Fort William
Galt
Goderich
Gow Ganda
Guelph
Hamilton
Kingston
Latchford
Lindsay
London
Montreal (2 offices)
Orangeville
Ottawa (2 offices)
Paris
Parkhill
Parry Sound
Peterboro'
Port Arthur
Port Perry
Quebec
Rainy River
St. Catharines
Sarnia
Sault Ste. Marie
Seaforth
Simcoe
Stratford
Strathroy
Thedford
Toronto (12 offices)
West Toronto
Walkerton
Walkerville
Waterloo
Wiarton
Windsor
Wingham
Woodstock

MARITIME PROVINCES

Alberton
Amherst
Antigonish
Barrington
Bridgewater
Charlottetown
Halifax
Middleton
Montague
New Glasgow
Parrsboro'
St. John
Shelburne
Souris
Springhill
Summerside
Sydney, C.B.
Truro
Windsor

IN THE UNITED STATES

New York, N.Y.
Seattle, Wash.
Portland Ore.
Skagway, Alaska
San Francisco, Cal.

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. H. V. F. JONES, *Manager.*

Agents in Scotland—**Bank of Scotland** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the Western Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - -	£1,000,000
RESERVE FUND - - -	520,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont
Bow Island Alta.
Brandon, Man.
Brantford, Ont.
Burdett, Alta.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Forward, Sask.
Fredericton, N.B.
Girvin, Sask.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
Hamilton, Westinghouse Ave.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kelliher, Sask.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask
Oak River, Man.
Ottawa, Ont.
Paynton, Sask.
Quebec, Que.
" St. John's Gate.
Raymore, Sask.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N B.
" Union St.
St. Martins, N.B.
St. Stephen, N.B.
Saltcoats, Sask.
Semans, Sask.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Trail, B.C.
Vancouver, B.C.
Varennes, P.Q.
Victoria, B.C.
Waldron, Sask
Weston, Ont.
West Toronto, Ont.
Winnipeg, Man.
Wynyard. Sask.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$4,000,000
Reserve Fund and Undivided Profits	5,300,000
Deposits by the Public	45,700,000
Total Assets	58,900,000

Branches and Agents at every point in Canada and the United States

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital authorized	**$5,000,000**
Capital paid up	**3,297,550**
Rest & undivided profits	**3,753,469**

Head Office - OTTAWA, CANADA.

Agents in every banking town in Canada.
This Bank transacts every description of Banking business.

London Agents .. PARR'S BANK, LIMITED.

BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,465,753 Sterling. Undivided Profits, £124,087.

BOARD OF DIRECTORS.

Rt Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., *Honorary President.*
Hon. Sir GEORGE DRUMMOND, K.C.M.G., C.V.O., *President.* SIR EDWARD CLOUSTON, BART., *Vice-President.*
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HON. ROBT. MACKAY. SIR THOS. SHAUGHNESSY, K.C.V.O. A. BAUMGARTEN Esq. DAVID MORRICE, Esq. C. R. HOSMER, Esq

HEAD OFFICE, MONTREAL - - - SIR EDWARD CLOUSTON, BART. *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Cardston, Alta.
Charlottetown P.E.I
Chatham, N.B.
Chatham, Ont.
Chilliwack, B.C.
Cloverdale, B.C.
Collingwood, Ont.
Cookshire, Que
Cornwall, Ont.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Gretna, Man.
Guelph, Ont.
HALIFAX, N.S.
Sub-Branch
,, North End.
HAMILTON, Ont.
Sub-Branch
,, Barton and Victoria Streets
Hartland, N.B.
Holstein, Ont.
Hosmer, B.C.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Sub-Branch
,, Spring Coulee.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Megantic, Que.
Merritt, B.C.
Moncton, N.B.
MONTREAL, Que.
Sub-Branches
,, Hochelaga.
,, Papineau Avenue
MONTREAL, Que. (*continued*).
,, Peel Street
,, Point St. Charles.
,, St. Anne de Bellevue.
,, St. Catherine St.
,, St. Henri.
,, Seigneurs Street.
,, Westmount
Moose Jaw, Sask.
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
Oakwood, Ont.
OTTAWA, Ont.
Sub-Branches
,, Bank Street.
,, Hull, Que.
Outlook, Sask.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Portage La Prairie, Man.
Port Arthur, Ont.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, Que.
Sub-Branches
,, St. Roch.
,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rosenfeld, Man.
Rossland, B.C.
St. Hyacinthe, Que.
St. John, N.B.
St. Mary's, Ont.
Sarnia, Ont.
Saskatoon, Sask.
Sault Ste. Marie, Ont.
Sawyerville, Que.
Shediac, N.B.
Sherbrooke, Que.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
Three Rivers, Que.

TORONTO, Ont.
Sub-Branches
,, Bathurst Street.
,, Carlton Street.
,, Dundas Street.
,, Queen Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.

VANCOUVER, B.C.
Sub-Branch
,, Westminster Av.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
Weyburn, Sask.
WINNIPEG, Man.
Sub-Branches
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland

Birchy Cove.
St. John's.

In United States

NEW YORK, 31, Pine Street.
CHICAGO, Cor: La Salle and Monroe Street.
SPOKANE, State of Washington.

In Mexico.

CITY OF MEXICO.

Correspondents in United States.—BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA & MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq. F. WILLIAMS TAYLOR, *Manager*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855

Capital, paid up	**£719,178**	**- $3,500,000**
Reserve Fund	**£791,095**	**- $3,850,000**

Head Office, Montreal.

77 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $5,000,000 RESERVES - $5,900,000

Head Office - - - MONTREAL.

115 Branches in Canada and Newfoundland,
11 Branches in Cuba.

Branches in Nassau, Bahamas, and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS OR INDIVIDUALS CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established 1864.

Capital Paid Up, **$6,000,000 (£1,232,876)** Reserve Fund and Undivided Profits, **$4,602,157 (£945,650)**

HEAD OFFICE—MONTREAL.

SIR H. MONTAGU ALLAN, C.V.O., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Lyndhurst
Markdale
Meadowvale (sub)
Meaford
Mildmay
Mitchell
Muirkirk (sub)
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. Eugene
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
,, Parl't St.
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 320 St. Catherine St. W.
,, 1320 St. Lawrence Boul
,, 1866 St. Lawrence Boulevard
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Agathe des Monts
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Acme (Tapscot, P.O.)
Botha (sub)
Brooks
Calgary
Camrose
Carstairs
Castor
Daysland
Edmonton
,, Namayo Ave.
Killam
Lacombe
Leduc
Lethbridge
Mannville
Medicine Hat
Olds
Okotoks
Red Deer
Sedgewick
Stettler
Strome (sub)
Tofield
Trochu
Vegreville
Viking (Meighen)
Wainwright
Wetaskiwin
Wolf Creek (Edson)

[illegible]chewan

Antler
Arcola
Carnduff
Gainsborough
Kisbey
Maple Creek
Melville
Oxbow
Unity
Whitewood

British Columbia

Elko
Vancouver
Nanaimo
Sidney
Victoria
New Westminster

AGENCY IN UNITED STATES—
NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 143 Branches of THE MERCHANTS' BANK OF CANADA

Banking and Finance.

Canadian Bank Results in 1909. We are now in a position to give detailed particulars with regard to the results achieved by the Canadian banks during 1909. And it may be said at the outset that these are in every way satisfactory, the total earnings of the twenty-nine chartered banks being $12,626,000, or within $300,000 of the 1908 figures, and working out at 13.51 per cent. on the average capital, against 13.95 per cent. in the previous year, when the aggregate earnings were $12,910,000. We purposely abstain from making a comparison with 1907, when abnormal conditions obtained. For 1909 the profit percentage on capital and "rest" was 7.50, in contrast with 7.89 in the preceding year. The point to bear in mind is that the banks had to find employment for very much larger funds in 1909 than in 1908, the averages being $1,025,920,000 and $916,245,000 respectively. Last year the sum of $1,708,918 was received as premiums on new issues of capital, whilst as already noted in *Canada*, two institutions were enabled to announce their ability to write back to profit account an aggregate of $325,000 previously considered and treated as bad. These additions made the total sum available for division $12,951,690.

* * *

An Excellent Record. Of this total $8,293,000, equal to 64 per cent. of the earnings, was distributed in dividends, against 63 per cent in 1908, and although this percentage compares with 59 per cent. in 1907—as already noted an abnormal period—in every case the banks were able to maintain their dividends, a striking testimony to the conservative principles governing banking in the Dominion. Of the amount remaining over, after providing for dividends, 15 per cent. was placed to "rest" accounts, plus of course the amounts received from premiums on new issues, 11 per cent. was devoted to the reduction of premises, 4 per cent. to the depreciation of securities, pension funds, etc., the remainder being added to the balances carried forward. Those responsible for the management of these twenty-nine institutions are to be congratulated upon such an excellent record—a record which will still further increase public confidence in a system which has received the unstinted praise of financiers the world over. The year 1910 has opened well, and although the banks still apparently find difficulty in employing their ever-increasing assets, three institutions have raised their dividends, and several are preparing for the steady growth in the business of the country by making arrangements to augment their resources by substantial additions to their capital accounts.

* * *

Toronto Railway's Victory. The Municipality of Toronto will receive with mixed feelings the announcement that the Judicial Committee of the Privy Council have decided against their claim to the right to refuse to permit the Toronto Railway Company to construct and work tracks for the purposes of its railway upon such streets in the City of Toronto as it might select without their consent and contrary to their wishes. We have on many occasions alluded to the unfortunate relations existing between this street railway and the Toronto municipality, and only recently showed that it was entirely due to the fears entertained as to the renewal of the company's franchise in 1921 that its stock stood at such a comparatively low figure. How strained are the relations between the company and the municipality is shown by the fact that the latter would not accept the ruling upon the points at issue laid down by the Courts of Ontario. The judgment of the Privy Council was all in favour of the company. Lord Macnaghten, in delivering the decision of the Judicial Committee, said the appeal re-opened a question finally determined in a litigation between the parties to the present controversy, and their lordships therefore finally dismissed the appeal with costs.

* * *

The Cereal Merger. Allusion has already been made in these columns to the new merger which is to consolidate seven cereal and milling companies in the Dominion under the title of the Canadian Cereal and Millin Company. We now learn that the underwriting of $1,000,000 of Preferred stock was a pronounced success, the amount available being over-subscribed by 50 per cent. The underwriting terms were $90 per $100 Preferred stock, with a bonus of 50 per cent. Common, and it is intended to make a public issue at once at $100 with the same bonus, although owing to the large amount of stock taken "firm" by the underwriters the amount offered will probably be much less than that originally contemplated. The objectionable feature in connection with this issue is the offering of such a large bonus in Common stock. It is of course a very tempting bait, but such a practice, although quite common unfortunately in Canada, is pernicious, and will, it is to be hoped, soon be dealt with by the Dominion Government. Nothing but evil can attend the unjustifiable watering of a company's capital, and we fully support those who claim that the issue of stock in the form of bonus should be made impossible. This and the equally pernicious practice of issuing mining shares at about a twentieth of their face value are two subjects which require the early attention of the Dominion Government.

* * *

Manitoba and the London Market. We offer our congratulations to the Government of the Province of Manitoba upon its decision to issue its securities in future in the form of Registered stock. The Hon. Hugh Armstrong, whose Budget statement was analysed in a recent issue of *Canada*, in making this important announcement, predicted that, in the course of a few years, Manitoba 4 per cent. stock would "sell for much more than par." Evidently our persistent recommendation as to the advisability of issuing securities in this market in the form of Registered Stock instead of in bonds to bearer has borne good fruit, and we can only hope that other provincial Governments will adopt this example. As we have repeatedly pointed out, the public here have a decided predilection for Registered Stock, for reasons which are sufficiently obvious to those in any way engaged with finance. Not only is an issue of Registered Stock much more easily placed among investors, but a consideration which is of equal importance to those interested is the fact that this form of security commands a better price than bonds to bearer.

* * *

Americans in the Yukon. So little is heard about the Yukon in these days that one is apt to forget that a number of companies are still busily engaged in carrying on gold mining operations in the frozen north. A concern in which Canadians are largely interested is the Yukon Gold Company, which is under the control of the Guggenheims The capital stock of this company is $17,500,000, and, according to the report for 1909, there was an estimated surplus of $352,816 at the end of the year. The company, which is a hydraulic proposition, was during the year placed upon an 8 per cent. dividend basis, which shows what can be done by American enterprise, and Mr. Guggenheim says this should be maintained until the earnings justify an increase in the rate. Mr. Yeatman, the consulting engineer to the Guggenheim Exploration Company, reports that the undertaking is a wonderful piece of engineering work, and a promising investment. The company is practically one season behind in its hydraulic operations, and this will necessitate some modification of the estimates as to the probable earnings for 1910, but does not, of course, affect those dealing with the value of the property, operating costs, etc. It is remarkable how American mining firms such as the Guggenheims can achieve success in districts where British companies have dismally failed.

* * *

For the Small Investor. For every man with £100,000 of capital to invest there are, of course, thousands who have not more than £2,000 to £5,000 at command, and it is the latter who require expert guidance in the investment of their funds. The capitalist with £100,000 can always obtain all the assistance and advice he needs in connection with his investments, but the small investor is very differently placed. From time to time we have given in these columns the selections of suitable securities, and we propose to continue to do so in the future, as our correspondence tells us that this advice has proved very valuable to many of our readers. We shall, however, esteem it a favour if those who need our assistance in the selection of Canadian securities will give us their views as to the class of investment they favour, and the rate of interest they expect to obtain upon their capital. There is such a wealth of sound investments in Canada that there is sometimes difficulty in providing for the requirements of individual investors, when no information is afforded upon this important point, and it is for this reason that we ask our readers to give us some idea of their wishes when writing us for advice.

* * *

The Bounties Question. As we pointed out a few weeks ago, the statement made by Mr. Fielding with regard to the question of the renewal of the bounties on iron and steel had been fully discounted. In some quarters it had been thought possible that this aid to the industries which have been created by timely Government assistance would have been extended; but, apparently, the Government is convinced that the iron and steel industries of the Dominion are now upon a sufficiently sound basis to justify the withdrawal of what was, after all, never intended to be more than temporary support. This seems to be the general view in Canada itself, and there is no reason whatever for supposing that the decision of the Government not to extend the bounties will have any serious influence upon the earnings of the companies engaged in the iron and steel industries.

ANSWERS TO CORRESPONDENTS.

Queries from correspondents desiring a reply in these columns must invariably be accompanied by the enquiry coupon printed [illegible] the foot of this page unless the enquirer is an annual subscriber—a fact which should be mentioned when [illegible]

Copies [illegible] of enquiries made, and questions should be numbered when more than one is asked. [illegible]iries regarding investment matters should be marked "Financial" on the left hand top corner of [illegible]

Enquiries by telegram in regard to new issues can be made if a reply is prepaid, but this privilege is given only to annual subscribers

FINANCE AND REAL ESTATE.

"SCHOLES."—We are sending you the names you ask for.

"MENDER" (Warrington).—We prefer No. 2; the other is much too mercurial to recommend as an investment.

E. J. R. (Godalming).—The company has been inactive for some years. Even if still in existence, the shares have no marketable value.

"SUBSCRIBER" (Cannon Street).—Write to the Investment Trust Company, of Montreal, who will gladly furnish you with the information you require.

J. C. P. (Devonport).—The whole of the arrears of dividend on the Preference stock has been paid off, this being accelerated by the adjustment of the accounts with the Coal Company. Quite good enough to hold.

F. J. (Leeds).—Yes, the subscriber of Preference shares received a bonus of 40 per cent. Ordinaries. These opportunities are not available on this side. You must do your business direct with a financial issuing house in Montreal or Toronto.

S. G. B.—These were flotations of the British-American Corporation. Grossly overcapitalised. There is no chance of getting your money back; better take any price you can get, and put your money into some of the sound Canadian industrials we have given details of in recent issues.

G. W. (Portsmouth).—We have always held a high opinion of the Canadian General Electric Company. The company has just declared a quarterly dividend of $1\frac{3}{4}$ per cent. on the Common. We should hold the land shares, but think Hudson's Bays are again reaching a level which will tempt realisations on the part of those who got in after the slump of two years ago. The average mean quotation for the past seven years is $81\frac{1}{2}$, or more than 20 points below the current quotation.

EMIGRATION.

F. E. R. (Dublin).—We have dealt at considerable length in *Canada* with such openings as you mention. You should do well in any town between Winnipeg and Victoria, as you have the necessary experience and qualifications. Your boys, as they grow up, would undoubtedly have better openings than would be probably available here. Orphan schools in Canada are mainly in connection with the various religious bodies.

"HESS." Poultry-raising is regarded in Canada as an exceptionally profitable branch of farming, especially near the cities and towns, where eggs and table poultry are always needed. In addition, there is a market for such produce among the prairie farmers, who for the most part do not trouble to keep poultry on their homesteads. The Provinces of Quebec, Ontario, Manitoba, and British Columbia are all well adapted to poultry-keeping. We have dealt very fully with the methods in use and the profits to be made in Nos. 59, 68, 90, and 170 of *Canada*, copies of which can be obtained from the publisher.

ENQUIRY COUPON.

"CANADA," No. 221, April 2, 1910.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

GENERAL.

"SUBSCRIBER."—We cannot give you the names of firms trading in Africa. In Canada the Hudson's Bay Co. and Revillon Bros. have up-country stores where the Indians trade.

R. McE. (Glasgow).—Several descriptive illustrated articles on this city have appeared in *Canada*. We are sending you a copy of the latest issue.

A. F. L. (Kensington).—In Canadian ice hockey there are seven players in the team, while the rules differ from the English ones in respect to off-side play. The rubber disc with which the game is played is called a "puck."

E. B. (Hamilton).—Not very expensive compared with prices on your side. We can get the information for you if you tell us exactly what towns you care to visit. "Recommended hotels" are pretty sure to be satisfactory.

R. W. (Wigan).—Valleyfield, where the mills are, is only thirty miles from Montreal, to which city there is a good train service. In the summer months Valleyfield and its locality is a favourite resort of tourists, there being excellent boating and fishing facilities. The population of the entire Province of Quebec is mainly French-Canadian, but a large proportion of the inhabitants around Valleyfield speak English.

"TORONTONIAN."—We shall be glad to meet you and give you any assistance we can. There is a large selection of portrait painters who will execute your commission for the terms you offer. Pastel and watercolours are usually cheaper than oils. Yes, we can give you some names, and you can see specimens of their work. We are always glad to be of assistance to our Canadian readers when they are in London.

MINING REPORTS.

COBALT.

The following table shows the shipments for the week ending March 11, and also for the corresponding week in 1909:—

	lbs. 1910.	lbs. 1909.
City of Cobalt	42,000	60,000
Coniagas	—	61 000
Crown Reserve	—	100,000
Hudson Bay	—	60,000
Kerr Lake	119,360	69,015
La Rose	375,615	207,800
McKinley-Dar	166,000	56,800
Nipissing	311,893	260,961
O'Brien	—	64,100
Right of Way	67,000	—
Tretheway	—	65,000
	1,081.878 (540 tons)	1,055,706 (527 tons

*

ONTARIO'S MINERAL PRODUCTION.

Practically a 28 per cent. increase in the mineral production of Ontario over 1908 is shown in the annual report of Mr. T. W. Gibson, Deputy Minister of Mines. The total production in 1909 is valued at $32,652,072, as against $25,637.617 in 1908. Of this, $22,765,462 was metallic and $9,886,609 non-metallic. The most valuable was silver, of which 25,737.037 ounces were mined, valued at $12,382,689. The amount of gold mined was 2,042 ounces, valued at $32,445; of cobalt 1,533 tons were produced, valued at $94,965; nickel 13,907 tons, valued at $2,709,798; copper 7.933 tons, valued at $1,127.015; iron ore 263,777 tons, valued at $645,622; pig iron 407,013, value $6,301.528.

From the total metallic production must be deducted $537,549, the value of 220,307 tons of Ontario iron ore, smelted into pig iron. Among the non-metallic production during the year, 246,608.000 brick valued at $1.916,147. Portland cement, of which 2.303,263 barrels were produced, valued at £2.897.348. The value of the natural gas production is $1.188.179.

As an appendix to the fortieth annual report of the Royal Bank of Canada is printed a comprehensive selection of statistics relating to the Dominion, such as the public debt, bank clearing house transactions, wheat yield and shipments, railway mileage, capital, etc., fire and life insurance, and the customs tariff. Those interested in Canadian progress who are able to obtain a copy of the booklet will find the tables useful and suggestive.

Mining Engineer.

ARTHUR E. HEPBURN,

Consulting Mining Engineer,

956, Nicola St.,
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BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s, or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.]

BIRTHS.

HUDSON. At Sidney, Vancouver Island, on March 6, the wife of Mr. Alfred Hudson, of a daughter.

MARRIAGES.

BLACKMORE—HANSON.—On March 10, at St. Benedict's Church, High River, S. Alberta, George Wortham, eldest son of the late Dr. Blackmore, of Shepherd's Bush, London, to Clarice Olive, daughter of O. Hanson, Esq., of High River.

DEATHS.

CAMPBELL.—At Sherbrooke, P.Q., on March 10, Charles W. Campbell, in his 77th year, son of the late Colonel Campbell, 99th Prince of Wales Regiment.

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Penman's, Ltd. The financial statement for the past year shows net profits for the year after deducting bond interests amounting to $524,159. With the balance brought forward from the year previous the company has at its disposal in profit and loss account, $652,529. The dividends on the Common and Preferred stock and the withdrawal of $100,000 which was placed at reserve, reduced this to $402,005, which is the balance carried forward. The statement shows the large amount of $1,871,596 in assets other than plants, etc.

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TORONTO—
BLAKE, LASH, ANGLIN & CASSELS, Canadian Bank of Commerce Building, corner of King and Jordan Streets.
DAY, FERGUSON & O'SULLIVAN, 59 & 61, Victoria Street, Toronto. Branch Office in Cobalt.

MONTREAL—
HENEKER, DUFF & JOHNSTON, Commercial Union Building.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West. Cable Address: "Stimson."

Chartered Accountants.

TORONTO
EDWARDS, MORGAN & CO., 18, King Street West.

WINNIPEG
EDWARDS & RONALD, 20, Canada Life Building.

SASKATOON—
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THE DOMINION IRON AND STEEL COMPANY.

Settlement with the Dominion Coal Company.

Mr. J. H. Plummer, President of the Dominion Iron and Steel Co., has issued the following statement

At the meeting of the respective Boards of Directors of the Dominion Coal Company, Limited, and Dominion Iron and Steel Company held to-day, the balance of the damages payable to the latter under the arrangements made for their payment by the Coal Company was considered.

"The Steel Company's claim, exclusive of costs, amounted to $1,201,000 of which $615,435 consisted of the claims for damages caused by the shortage of coal and the shutting down of the plant and the $82,000 for interest on these damages. The latter was abandoned by the Steel Company on advice of counsel, and there was considerable difference of opinion between the accountants respecting the former.

"In the end the two Boards, after full consideration of the reports made by the accountants, unanimously agreed to a settlement of all outstanding claims by the payment of the sum of $800,000 in full of the balance of damages under the judgment, for costs, and for all other claims in dispute, including some long standing not covered by the judgment.

"This leaves only the adjustment of the price of coal to be dealt with. The Coal Company's side of the case is now ready and is under examination by the Steel Company's accountants. It is hoped to dispose of this within a short time.

"The statements of the earnings of the two companies for the three years ending June 30 last, which form the first data required before the terms of any merger can be discussed, are nearing completion. It is not possible yet to fix a date by which they will be ready, but there should not be much further delay.

"The Coal Board have thought it best to delay the holding of the annual meeting until all these matters are completed.

A Dividend of 31½ per Cent. on Preferred Stock.

"The settlement of the damage has enabled the directors of the Steel Company to deal finally with the accrued dividends on the Preferred Stock of all arrears. They have declared a dividend of 31½ per cent. on the Preferred Stock, payable on April 1 next, which will cover all dividends accrued to date as well as the dividend then payable.

"This dividend is paid in accordance with the promise made by the directors in their circular of April 16, 1909, when the amounts recovered from the Coal Company and the surplus earnings available for the purpose were pledged for this purpose."

Business Announcements.—Messrs. J. and A. Scrimgeour announce that they have removed their offices from Southsea House to Hatton Court, Threadneedle Street, E.C.

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Col. Jas. D. Irving and Miss Irving, Halifax—Midland Grand Hotel
F. Chatham Stephens, Montreal—United Empire Club.
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Lt.-Col. J. C. Macdougall, Halifax—Junior Naval and Military Club
Fred Birks, Montreal—Hotel Cecil
Mr. and Mrs. Wm. Nivin, Montreal—123, Palace Road, Tulse Hill.
Laurent Beaudry, Montreal—Premier Hotel.
A. W. Campbell, Ottawa—Hotel Cecil
A. N. Cowdry and Miss Cowdry, Vancouver
Mr. and Mrs. David Baird, St. John's, Nfld.—Morley Hotel.
A. A. Adams, Quebec; and J. Grant Ridout, Toronto—Berner's Hotel
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M[illegible], Edmonton—Oxford House, Cirencester [illegible]
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F. A. MacMahon, London, Ont.—First Avenue Hotel
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Mr. and Mrs. Joseph L. Gurd, Mrs. G. H. Allen, and the Misses Allen, Montreal—Abbotsford Hotel
Geo. E. O. Pineo, King's Co., N.S.—10, Russell Street
Mrs. F. M. Rann and Mrs. Thos. Allison, Toronto—Howard Hotel.

◆

FESTIVAL OF EMPIRE

Music for the London Pageant

Some of the most eminent of British composers are preparing the music for the Pageant of London, the central feature of the Festival of Empire, to be held at the Crystal Palace this summer. Mr. W. H. Bell, the director of the music for the St. Albans Pageant, has been appointed to a similar position in the Pageant of London, and the selection of music for the various scenes is being undertaken by several British musicians of standing, including some of the leading men of the younger school of British composers.

Mr. Edward German is composing the music for the Elizabethan scene, and Vaughan Williams has already sent in some charming music for the scene of "Merrie England." This latter scene, by the way, is expected to be one of the finest in the whole pageant; all the old games will be revived. Mr. Vaughan Williams has brought out of the archives some rare old English folk tunes, and these will be utilised in the Pageant. Mr. Bell himself is to be responsible for the music in the two scenes, "London's Palladium" and "The Age of Chivalry." In the scene entitled "The Beginnings of Empire," the Virginian Princess, known as Pocahontas, is introduced, and one of Ben Jonson's Twelfth Night Masques is presented in her honour. The music for the dance in this scene is being written by Miss Nellie Chaplin. Mr. William Wallace has undertaken the musical arrangement of the scene, "The Triumph of Conquest."

Mr. W. H. Tapp, of Bath, is arranging the music for the "Prehistoric London" scene, and he will also supply the sacrificial music in the second scene, "The Foundations of the City."

No pains are being spared to make the music in every way worthy of the Pageant, and the whole scheme has benefited exceedingly by the advice of such eminent men as Sir Hubert Parry, Sir Walter Parratt, Mr. Barcley Squire (of the British Museum), Mr. Frederick Corder, and other representative musicians and historians. The honorary secretary to the musical committee is Mr. Philip Ashbrooke, who has achieved considerable success as an expert on voice culture, and who is a most artistic singer.

In addition, the Festival of Empire Council has engaged an orchestra of its own to tour the country previous to the opening of the Festival. The project is a novel one, but the expense entailed—£2,000 a week—promises to be thoroughly justified. One hundred specially selected performers have been engaged, with Dr. Frederic Cowen as musical director and Mr. Philip Yorke as manager. The opening concert will be held in the Albert Hall on April 6, and during an interval a short speech on the Festival of Empire will be delivered by the Earl of Plymouth. The tour of the orchestra is to be literally a flying one, the L. and N.W.R. having placed a special train at their disposal. The chief towns in England and Scotland will be visited, and a feature of the programme of music should be the Festival of Empire march, specially composed by Mr. Joseph Holbrooke.

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